

PLANNING PROPOSAL RAILWAY ROAD & CONSTITUTION ROAD, MEADOWBANK

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FINAL
PREPARED FOR SASCO DEVELOPMENTS PTY LTD

URBIS

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TABLE OF CONTENTS

1.	Introduction	1
2.	Site Analysis	3
2.1.	Site Details	3
2.2.	Immediate Vicinity	5
2.3.	Meadowbank Precinct	5
2.4.	Broader Regional Context	7
2.5.	Opportunities and Constraints	8
3.	Background	12
4.	Current Planning Framework	13
4.1.	Ryde Local Environmental Plan 2014	13
5.	Redevelopment Concept	15
5.1.	Development Concept Scheme	15
5.2.	Key Development Statistics & Land Use Mix	16
5.3.	Urban Design	17
5.4.	Apartment Design	19
5.5.	Public Domain Improvements and Community Benefits	21
5.6.	Access and Parking	21
5.7.	Voluntary Planning Agreement	22
6.	Parts of this Planning Proposal	23
7.	Part 1 – Objectives and Intended Outcomes	24
8.	Part 2 – Explanation of Provisions	25
9.	Part 3 Justification	26
9.1.	Section A – Need for the Planning Proposal	26
9.2.	Section B – Relationship to Strategic Planning Framework	26
9.3.	Section C - Environmental, Social and Economic Impact	40
9.4.	Section D - State and Commonwealth Interests	51
10.	Part 4 – Mapping	52
11.	Part 5 – Community Consultation	54
12.	Part 6 – Project Timeline	55
13.	Conclusion	56
Appendix A	Urban Design Report	60
Appendix B	Traffic and Transport Assessment	61
Appendix C	Community Benefits Analysis and Social Impact Assessment	62
Appendix D	Retail impact assessment	63
Appendix E	Site Survey	64

FIGURES:

Figure 1 – The site.....	3
Figure 2 – Photographs of the site	5
Figure 3 – Meadowbank precinct	6
Figure 4 – Broader regional context	7
Figure 5 – Site proximity to public transport	8
Figure 6 – Site analysis plans.....	10
Figure 7 – RLEP 2014 maps	14
Figure 8 – Concept master plan	16
Figure 9 – Proposed building volume articulation	17
Figure 10 – View looking south east of proposed building massing and articulation	18
Figure 11 – View looking south west of proposed building massing and articulation	18
Figure 12 – Overview of landscaped spaces in the development	19
Figure 13 – Connectivity opportunities	20
Figure 14 – Proposed vehicular access points.....	21
Figure 15 – <i>A Plan for Growing Sydney</i>	28
Figure 16 – View from Rhodes boat ramp, northern end of Blaxland Road.....	41
Figure 17 – View from Rhodes, Concord Road.....	41
Figure 18 – From Ryde, corner of Victoria Road and Belmore Street.	42
Figure 19 – Blaxland Road, Top Ryde	42
Figure 20 – Linten Avenue,	43
Figure 21 – Meadowbank Park.....	43
Figure 22 – Built form scale and local context.....	44
Figure 23 – Proposed view looking south along Faraday Lane	45
Figure 24 – Ground level plaza plans and views.....	46
Figure 25 – View from proposed plaza showing enhanced setting for heritage shops in the streetscape	47
Figure 26 – 3D building massing view south along Railway Road.....	48
Figure 27 – Building Height Maps	52
Figure 28 – Floor space ratio map.....	53

PICTURES:

Picture 1 – The site, corner of Railway Road and Constitution Road	5
Picture 2 – The site's retail shopfronts along Railway Road.	5
Picture 3 – The site's corner of Railway Road and Underdale Lane and recently constructed residential development opposite the site.	5
Picture 4 – Faraday Lane and recently constructed residential development opposite the site.	5
Picture 5 – Existing site link	10
Picture 6 – Existing traffic	10
Picture 7 – Pedestrian Connectivity – existing and opportunities	11
Picture 8 – Height map	14
Picture 9 – FSR map	14
Picture 10 – Retail edge opportunities.....	20
Picture 11 – Through site link opportunities	20
Picture 12 – Podium height relative to adjacent heritage items	44
Picture 13 – Podium height relative to Underdale Lane dwellings	44
Picture 14 – Podium height relative to adjacent Faraday Lane dwellings.....	45
Picture 15 – Western elevation incorporating voids between the podium and tower.....	45
Picture 16 – Existing RLEP 2014 Height of Buildings Map	52
Picture 17 – Proposed RLEP 2014 Height of Buildings Map	52

Picture 18 – Existing RLEP 2014 FSR Map	53
Picture 19 – Proposed RLEP 2014 FSR Map	53

TABLES:

Table 1 – Schedule of land	3
Table 2 – Indicative yield / floor space	16
Table 3 – A Plan for Growing Sydney Goals, Directions and Actions	27
Table 4 – Priorities for the North Subregion	28
Table 5 – Strategic Plan Merit Test	31
Table 6 – Assessment Against SEPPs.....	34
Table 7 – Section 117 Compliance Table.....	37
Table 8 – Indicative Project Timeline.....	55

EXECUTIVE SUMMARY

This Planning Proposal has been prepared by Urbis on behalf of Sasco Developments Pty Ltd (the “Proponent”) seeking to initiate the preparation of a Local Environmental Plan amendment for the land at:

- 1 – 5A Railway Road, Meadowbank
- 9 – 11 Railway Road, Meadowbank
- 12 Railway Road, Meadowbank
- 13 -17 Railway Road, Meadowbank
- 18 – 20 Railway Road, Meadowbank;
- 27 Railway Parade, Meadowbank; and
- 50 Constitution Road, Meadowbank.

The current principal planning instrument for the site is the *Ryde Local Environmental Plan 2014* (RLEP 2014) which provides:

- A land use zone of B4 Mixed use;
- A maximum height limit of 21.5m at its southern end and 18.5m at its northern end of the site; and
- A maximum floor space ratio (FSR) of 2.7:1.

The Shepards Bay Meadowbank area has undergone significant transformation from a former light industrial area providing urban services to a high-density precinct with predominantly residential apartment developments. The local centre includes a small cluster of shops either side of the railway station that provide a limited range of services. The precinct immediately around the railway station including the subject site remains largely undeveloped and has the potential to develop as a village that would provide a focus for the surrounding residential areas.

The existing controls for the site allow for approximately 290 dwellings, based on a combined site area of 8119m² x 2.7:1 FSR, with an average unit size of 75m². The development of the site for only residential dwellings does not provide for a range of non-residential uses that are considered appropriate for this site in the B4 Mixed Use Zone.

The intended outcome of this Planning Proposal is to amend RLEP 2104 by:

- Amendment to the maximum height limit to 82m or RL 103.4 (equivalent to 25 storeys); and
- Amendment to the maximum Floor Space Ratio (FSR) to an FSR of 5.2:1.

These amendments will facilitate the redevelopment of the site for a conceptual mixed use development of retail and commercial floor space, with potential to include a child care facility and gymnasium; and 358 residential apartments spread across 3 separate buildings with basement car parking for all uses. This equates to approximately an additional 68 dwellings and a local retail centre and when compared to an outcome that could be achieved under the current planning controls, this Planning Proposal represents a 3% increase in the gross population density of Shepards Bay.

The site provides the opportunity to create a vibrant precinct and accommodate a mixed-use development which will build upon the existing urban services and significantly revitalise Shepards Bay centre, particularly immediately adjacent to the Meadowbank train station. The conceptual development scheme includes a pedestrian orientated plaza and upgraded pedestrian linkages through the site.

The site comprises of two separate parcels of land divided by Railway Road, as follows:

- A consolidated landholding of some 16 lots on the eastern side of Railway Road with an area of 7773m², represents the largest remaining landholding in the Meadowbank precinct. Bound by roads and laneways to all frontages, the site provides an opportunity for a master planned precinct to positively connect with the Meadowbank centre; and

- A triangular parcel of land on the western side of Railway Road, adjoins the railway line, is currently used for car parking ancillary to an existing use on the eastern side of Railway Road, and has an area of 346m².

The proposed development supports and reinforces the desired character for the Shepards Bay, Meadowbank expressed in the Ryde DCP 2014, by providing a range of non-residential uses including retail and commercial tenancies that will provide local amenities and services for the resident population. Specifically, the proposed development supports the desired character for Shepards Bay in the following ways:

- The proposal creates a higher density transit-orientated neighbourhood, providing for a mix of residential and commercial/retail uses, which complement the Shepards Bay centre and surrounding precinct including the Meadowbank TAFE.
- The proposal supports the growth in the resident population within a walkable catchment of public transport service. The proximity of the site to public transport infrastructure, including trains buses and ferries provide a high level of access and mobility, ensuring efficient connections to the wider metropolitan region.
- The range of uses proposed will promote pedestrian and cycling for local resident needs for shopping and services. The provision of a cross site links will formalise pedestrian access through the site connecting public open spaces and the railway station to create a high quality public domain for residents and visitors.
- The proposal integrates with the surrounding neighbourhood and buildings, with a carefully considered building massing strategy. The scaling for the podium levels, in the design concept provided with this Planning Proposal relates to the surrounding build form. The tower buildings are aligned to the western side of the site and relate to the railway corridor, and the positioning within the town centre and proximity to the train station.
- The proposal will not have a detrimental or adverse impact on the foreshore of the Parramatta River. The tower elements will visually reinforce the Shepards Bay centre, close to a high point and the Meadowbank Train Station. The visual assessment included with this Planning Proposal demonstrates that at the closest distance, the site is approximately 230 metres from the foreshore of Parramatta River, and the proposed towers will be seen within a context of lower scaled buildings closer to the foreshore.
- Concentrating 6,609m² of commercial, child care and retail uses close to Meadowbank Station will reinforce the locality as a local employment node, supporting 342 direct jobs (full-time, part-time and casual) through the ongoing operation of the retail, commercial, child care and gym components of the development and a further 145 indirect jobs (full-time, part-time and casual).
- The proposal includes a new plaza at the northern end of the site at the intersection of Railway Road and Constitution Road, and enhanced proposed for public domain surrounding the site by providing building setbacks to allow wider footpaths, will improve the level of amenity in this highly utilised area adjacent to the railway station.
- Delivering a mix of residential housing choice and affordability in response to the identified need outlined by State and Local planning strategies situated close to public transport facilities.

On a broader scale, the proposal is consistent with the state and local government strategic directions for the sustainable growth of centres. The mixed-use redevelopment of the site provides:

- Local job generation;
- Strengthens the role of a centre and provides housing close to jobs;
- The acceleration of housing supply, choice and affordability;
- Higher density living along a major transport node maximises infrastructure and land to support the provision of public transport; and
- Contribution towards the principles of a '30 minute city'.

This is a welcome opportunity for Meadowbank to transform into a vibrant and active community town centre with a sense of place and pride for the local community.

The site comprising an entire street block bounded by four streets is in a pivotal location in the immediate vicinity of the Meadowbank railway station, and adjacent to the Meadowbank TAFE. The site is the last remaining opportunity with potential to develop as a vibrant mixed use town centre that would provide a focus for the surrounding residential areas.

1. INTRODUCTION

This Planning Proposal has been prepared by Urbis on behalf of Sasco Developments Pty Ltd (the “Proponent”) seeking to initiate the preparation of a Local Environmental Plan amendment for the land at:

- 1 – 5A Railway Road, Meadowbank
- 9 – 11 Railway Road, Meadowbank
- 12 Railway Road, Meadowbank
- 13 -17 Railway Road, Meadowbank
- 18 – 20 Railway Road, Meadowbank;
- 27 Railway Road, Meadowbank; and
- 50 Constitution Road, Meadowbank.

This report has been prepared to assist Council in preparing a Planning Proposal for the rezoning of the land in accordance with Section 55 of the *Environmental Planning & Assessment Act 1979* (EP&A Act).

The current principal planning instrument for the site is the Ryde Local Environmental Plan 2014 (RLEP 2014) which provides:

- A land use zone of B4 Mixed use;
- A maximum height limit of 21.5m at its southern end and 18.5m at its northern end of the site; and
- A maximum floor space ratio (FSR) of 2.7:1.

The intended outcome of this Planning Proposal is to amend RLEP 2104 by:

- Amendment to the maximum height limit to 82m or RL103.4 (equivalent to 25 storeys); and
- An FSR of 5.2:1.

These amendments will facilitate the redevelopment of the site for a conceptual mixed use development as illustrated in the separate document prepared by Fender Katsalidis that will incorporate the following:

- Full ground floor level of retail floor space including supermarket and specialty retail;
- Part first floor level of commercial floor space with potential to include a child care facility and gymnasium;
- A total of 358 residential apartments spread across 3 separate buildings; and
- Associated basement car parking for all uses.

The site provides the opportunity to create a vibrant precinct and accommodate a mixed-use development which will significantly revitalise Meadowbank village, particularly immediately adjacent to the Meadowbank train station. The conceptual development scheme includes a pedestrian orientated plaza and upgraded pedestrian linkages through the site.

This Planning Proposal has been prepared having regard to the NSW Department of Planning and Infrastructure’s (DPI) ‘*A guide to preparing Planning Proposals*’ and ‘*A guide to preparing Local Environmental Plans*’ and provides the following:

- Description of the site and context;
- Indicative site plans showing sufficient detail to indicate the effects of the proposal;
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provisions of the proposal; and
- Strategic justification of the proposal.

The Planning Proposal is supported by the following documentation:

- Urban design and State Environmental Planning Policy No.65 (SEPP 65) report by Fender Katsalidis;
- Traffic and Transport Assessment by The Transport Planning Partnership;
- Community Benefits Analysis and Social Impact Assessment by Cred Consulting;
- LEP Amendment Maps;
- Economic Impact Assessment; and
- Site Survey.

2. SITE ANALYSIS

2.1. SITE DETAILS

The subject site landholdings are identified in the table below and illustrated in the figure below.

Table 1 – Schedule of land

Street Address	Lot/s	DP / SP
1 – 5A Railway Road, Meadowbank	1, 2, 3, 4, 5, 6, 7, 8	13637
9 – 11 Railway Road, Meadowbank		Strata Plan 35053
12 Railway Road, Meadowbank	1	384872
13 -17 Railway Road, Meadowbank	2	384872
27 Railway Road, Meadowbank	A	27200
18 – 20 Railway Road, Meadowbank	9, 10 and 11	7533
50 Constitution Road, Meadowbank	4 and 5	7533

Figure 1 – The site



Source: Urbis

The area of the subject site comprising the two separate site is, as follows:

- Site 1 – Consolidated landholding on the eastern side of Railway Road: 7773m²; and
- Site 2 – Triangular shaped landholding on the western side of Railway Road: 346m².

Site 1 bound by Constitution Road to the north; Railway Road to the west; Underdale Lane to the south and Faraday Lane to the east. Key site considerations are:

- The site currently contains a range of retail and industrial uses;
- The site coverage is mostly occupied by building forms and paved, such that there is minimal vegetation on the site. Camphor Laurel trees, an invasive species is located around the perimeter of the car park of No. 50 Constitution Road.
- The north-eastern portion of the site is elevated above Constitution Road by approximately 3m and represents the highest part of the site. The land falls approximately 2m from the north at Constitution Road to the south at Underdale Lane. The land also has a fall of some 4m from Faraday Lane to the east and to Railway Road to the west.
- Vehicular access to industrial buildings are located off Faraday Lane. A vehicular access point along Railway Road provides vehicular access to the rear of the retail buildings.

Site 2 provides an opportunity to engage in discussion with Council regarding a range of possible community or commercial uses.

2.2. IMMEDIATE VICINITY

The site is located within the Meadowbank centre and occupies a prominent corner position with:

- Immediate proximity to Meadowbank train station and adjacent retail and café uses;
- Immediately proximity to Meadowbank TAFE to the site's north, across from Constitution Road; and
- Proximity to recently constructed higher rise residential developments to the site's east and south.

The following figures provide the site's location and photographic images of the site improvements.

Figure 2 – Photographs of the site



Picture 1 – The site, corner of Railway Road and Constitution Road

Source: Urbis



Picture 2 – The site's retail shopfronts along Railway Road.

Source: Urbis



Picture 3 – The site's corner of Railway Road and Underdale Lane and recently constructed residential development opposite the site.

Source: Urbis



Picture 4 – Faraday Lane and recently constructed residential development opposite the site.

Source: Urbis

2.3. MEADOWBANK PRECINCT

The Meadowbank precinct has undergone significant change with the Meadowbank Employment Area previously accommodating industrial and warehouse uses transforming to higher rise mixed use development including the Shepherds Bay Village Plaza further south of the site.

Several industrial/warehouse buildings currently remain, such as on the subject site and along Bowden Street. Small scale retail shops, the Meadowbank TAFE and low density residential housing towards the north of the site form the older established areas, distinct from the recently constructed residential

development south, known as Shepherds Bay. Similarly, west of the railway line are older style walk up residential apartment buildings situated amongst dispersed detached dwellings.

Within 800m of the site of the site, there are a range social infrastructure facilities:

- Eleven community facilities comprising:
 - 1 community centre;
 - 3 primary schools;
 - 3 Out of School Hours Care centres;
 - 1 TAFE; and
 - 4 early education and care centres.
- Public transport options:
 - Bus stops with routes to Hornsby, Macquarie University, and the Sydney CBD, 50m from the proposed development;
 - Meadowbank train station as noted above;
 - Meadowbank ferry wharf that provides access to Parramatta and Darling Harbour.
- Open space:
 - 4 local parks, 3 with playgrounds (Ann Thorn Park, Anderson Park, Mill Park and Helene Park);
 - 1 district sportsfield with tennis courts, netball courts, cricket pitches and soccer fields (Meadowbank Park);
 - 1 bushland park that includes a large playground (Memorial Park); and
 - 1 grassed area (Woolway Reserve).
- Shared pedestrian and cycle paths along the foreshores.

Figure 3 – Meadowbank precinct



Source: Google Earth

2.4. BROADER REGIONAL CONTEXT

Meadowbank is located approximately 12 kilometres west of the Sydney CBD within the Ryde Local Government Area (LGA). Ryde is located within the 'North District' of Sydney and forms part of the global economic corridor for the Greater Metropolitan Region.

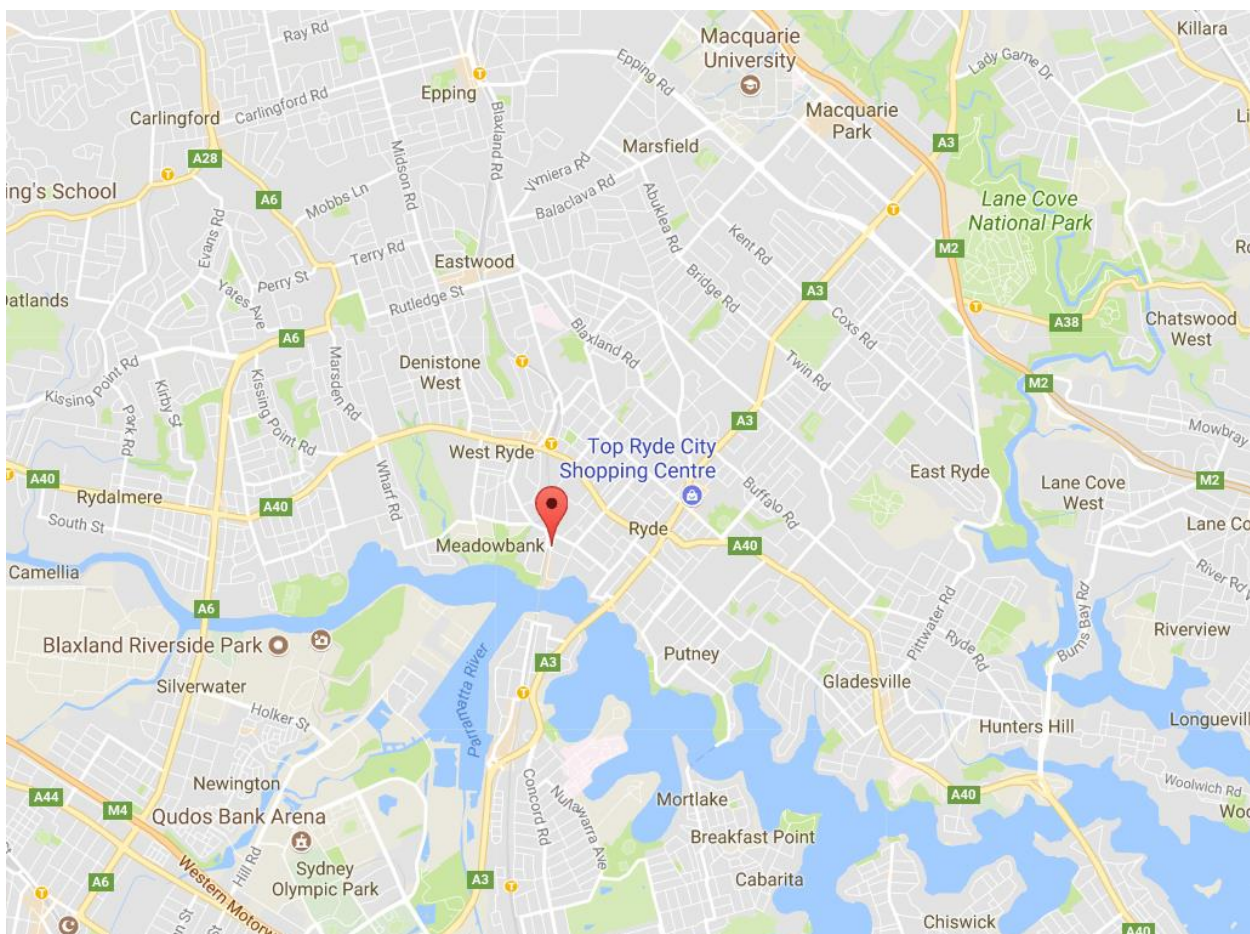
Macquarie Park is the nearest regional centre providing for employment and retail approximately 6km north of the site; with the sub-regional centres of Top Ryde and Rhodes, some 1.7km and 4.5km respectively from the site. This regional context is planned for further change, with Rhodes East recently announced by NSW State Government as a draft Priority Precinct. The precinct is identified as an area with good access to transport infrastructure with the potential to provide for significant growth in housing and jobs. At this stage, the draft Precinct Plan for Rhodes East proposes approximately 3,600 dwellings and a population of 8,255 people. To service this population, it is planned to accommodate up to 13,500m² of retail floor space; 2,900m² office space; a primary school and open space facilities. These strategic plans for Rhodes identifies the State Government commitments to providing housing and jobs along public transport nodes which can be equally applied to the site.

The North District contains various educational and health facilities, with the closest being:

- Meadowbank TAFE;
- Macquarie University; and
- Ryde Hospital.

The Parramatta River is key natural asset in the region which is readily accessible along its foreshores; whilst Sydney Olympic Park and Lane Cove National Park also provide regional recreational opportunities.

Figure 4 – Broader regional context



Source: Google Earth

2.5. OPPORTUNITIES AND CONSTRAINTS

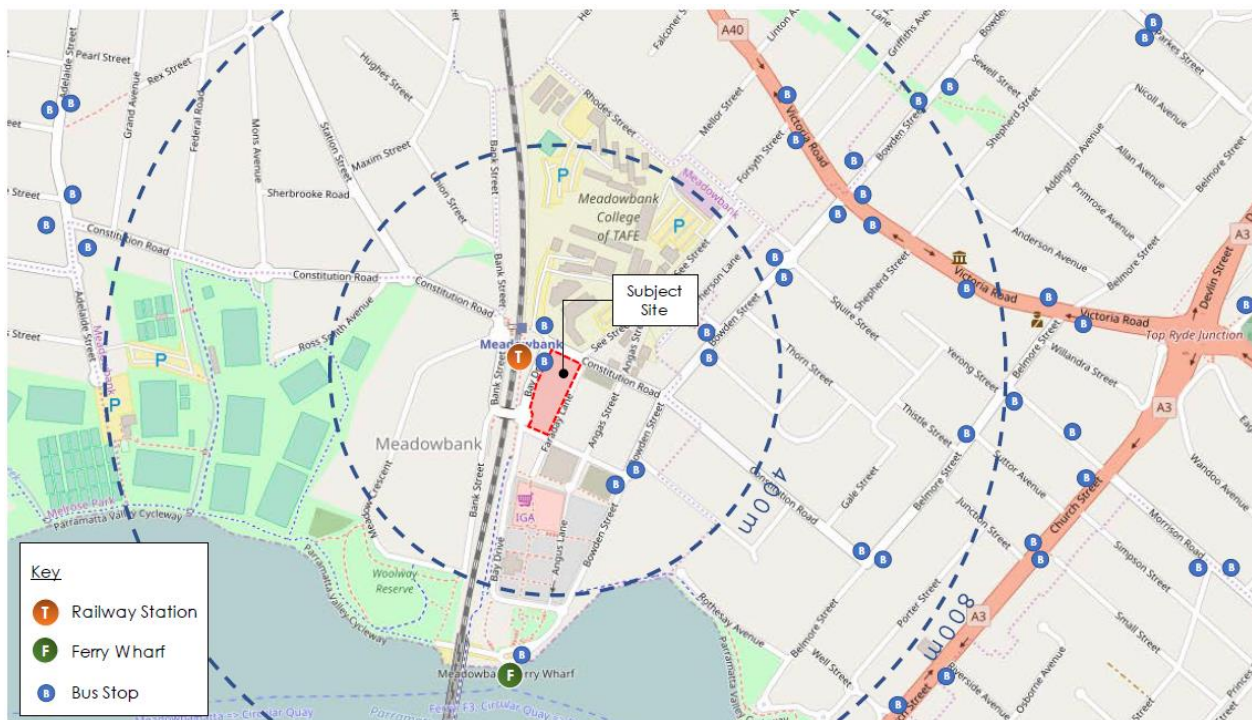
As with most urban redevelopment sites, the subject land is influenced by a wide variety of opportunities and constraints which have been considered in the site analysis and concept design and are detailed below.

2.5.1. Key opportunities

Key site opportunities are summarised below.

- **The extent of site area**
 - The site is the last remaining development site of a large scale to accommodate a mixed-use development in Meadowbank.
- **Transport and access**
 - The site is located immediately adjacent to the Meadowbank train station which provides regular services along the T1 Northern line between the City and Epping. Future improvements to train capacity and frequencies along this rail line will also be required to accommodate the recently announced draft Priority Precinct Plan for Rhodes East, one station south of Meadowbank, which has the potential to accommodate up to 3,600 new dwellings in the next 20 years. The required upgrades to the rail services will also benefit the future population proposed at Meadowbank.
 - The site is approximately 600m from the Meadowbank ferry wharf which provides ferry services to Parramatta and Circular Quay.
 - Bus services run along Bowden Street and Constitution Road and strategic bus corridors running along Victoria Road. Buses provide services between Parramatta to the City; Macquarie University to the City; Meadowbank Wharf to Carlingford; Wet Ryde to Chatswood; and Ryde to Parramatta.

Figure 5 – Site proximity to public transport



Source: Mixed use development assessment, Railway Road Meadowbank report by The Transport Planning Partnership

- **Proximity to urban services**

- Located in the immediate vicinity of proximity to assets such as shopping village of Meadowbank and Meadowbank TAFE;
- Within 800m to a community centre; 3 primary schools and 3 *Out of School Care* centres; and 4 early education and care centres;
- Beyond 800m (and up to 2.45km) to West Ryde and Ryde libraries; West Ryde Community Hub; Top Ryde shopping centre; and Marsden High School.

- **Ability to provide new local services**

- The site represents a strategically located large site in Meadowbank and provides the last significant opportunity for a comprehensively designed and planned mixed use precinct that will connect with site surrounds.
- A variety of retail and non-retail land uses, such as a gymnasium and child care centre that can service local residents to avert residents from travelling outside of the centre.
- The proposal offers the opportunity for greater ground floor activation and permeability including a new community plaza and improved walking linkages along Railway Road and from Railway Road to Faraday Lane.
- The site offers opportunity to increase vibrancy in and around the Meadowbank village.

- **Synergy with neighbouring residential areas**

- The extent of the site provides the opportunity to accommodate building envelopes that are compatible with the immediate residential neighbours in terms of scale and amenity impacts.
- Ability to create pedestrian linkages from recently built residential developments on Faraday Lane to Railway Road and linkages to new retail and other non-retail land uses.

2.5.2. Key constraints

The site has the following key physical constraints which have been analysed and addressed in the preparation of the design concept for the site. The constraints are identified as follows:

- **Topography**

- The north-eastern portion of the site is elevated above Constitution Road which limits opportunity for a street level interface.
- The Constitution Road frontage does not accommodate a public footpath due to an existing sandstone berm which prevents a continuous footpath to Railway Road and the Meadowbank train station.

- **Vehicular access**

- Potential vehicular access points are limited to Railway Road and Constitution Road as Faraday Lane and Underdale Lane are too narrow to accommodate space for access to service vehicles.
- Newly constructed residential apartments are also orientated to Faraday Lane and Underdale Lane and therefore protection of residential amenity is a key consideration.

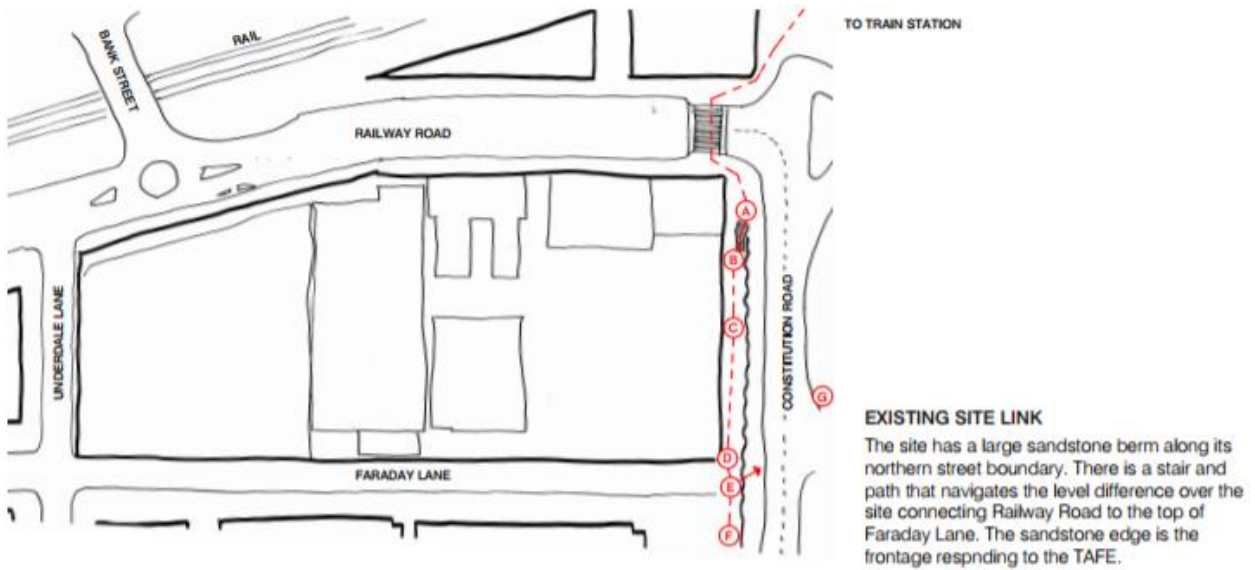
- **Solar access**

- The need to protect solar access to existing surrounding residential development and to achieve reasonable levels of solar access to residential units within the development.

- **Established built envelope**

- Recently constructed residential developments in the vicinity of the site are 6 – 7 storeys.

Figure 6 – Site analysis plans



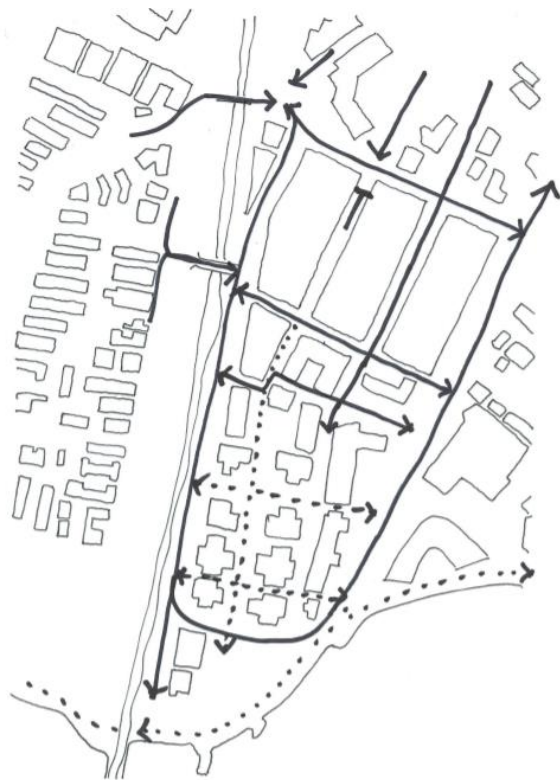
Picture 5 – Existing site link

Source: Fender Katsalidis

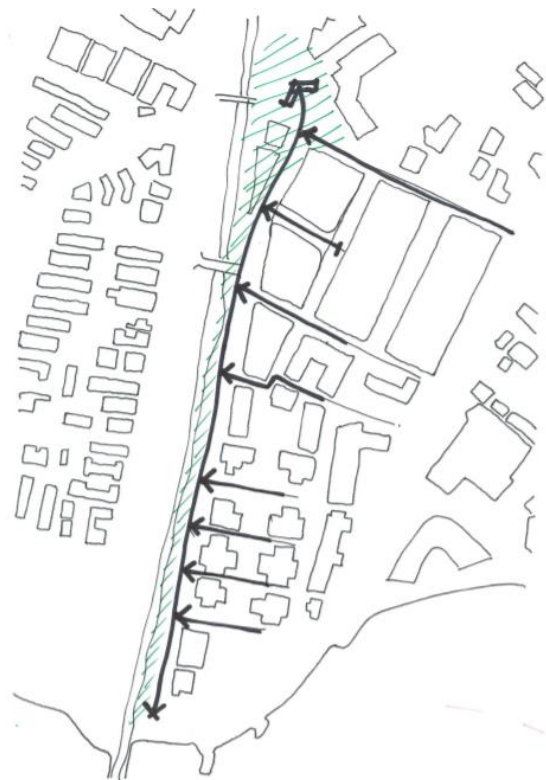


Picture 6 – Existing traffic

Source: Fender Katsalidis



EXISTING PERMEABILITY
 An existing network of urban links, without hierarchy, within the clusters of buildings.



ALTERNATIVE URBAN LINKAGE
 Emphasis on the transport spine as the urban link. Out of the private built up space and into the open street edge activated by retail.

Picture 7 – Pedestrian Connectivity – existing and opportunities

Source: Fender Katsalidis

3. BACKGROUND

A pre-lodgement meeting was held between the applicant, Urbis and Fender Katsalidis with Council's planning officers on the 19th of July 2017.

The purpose of the meeting was to discuss the planning proposal and the proposed amendment to the floor space ratio and height provisions of the *Ryde Local Environmental Plan 2014* relative to the site to accommodate a mixed-use development.

Following this meeting, Council officers issued a written response on the 18th of August 2017 which raised existing traffic congestion and demands upon existing open space and community facilities already experienced within Meadowbank. Council further expressed their concerns with the proposed density; height; and the extent of retail component proposed on the site and the added associated impacts relating to:

- The local traffic network;
- Additional demand on existing open space and community facilities; and
- The economic impact to other retail within the precinct.

This Planning Proposal is accompanied a traffic report; a social infrastructure assessment and an economic impact assessment to address Council's comments and is further discussed in Section 9 of this report.

4. CURRENT PLANNING FRAMEWORK

This section provides a summary of the existing local planning frameworks as may be relevant to the subject site.

4.1. RYDE LOCAL ENVIRONMENTAL PLAN 2014

The *Ryde Local Environmental Plan 2014* (RLEP 2014) provides the local statutory planning framework for the site. The key provisions are:

- **Zoning:** The site is zoned B4 Mixed Use.
- The objectives of the zone are to:
 - *To provide a mixture of compatible land uses.*
 - *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
 - *To ensure employment and educational activities within the Macquarie University campus are integrated with other businesses and activities.*
 - *To promote strong links between Macquarie University and research institutions and businesses within the Macquarie Park corridor.*

The land uses contained within the concept proposal will satisfy the first two objectives. The remaining objectives apply to Macquarie University and are not relevant to the site.

- The following permissible uses subject to development consent in the zone are:

*Boarding houses; Building identification signs; Business identification signs; **Child care centres;** **Commercial premises;** Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; **Recreation facilities (indoor);** Registered clubs; Respite day care centres; Restricted premises; Roads; Seniors housing; **Shop top housing;** Waste or resource transfer stations; **Any other development not specified in item 2 or 4.***

- Prohibited developments in the zone are:

Agriculture; Air transport facilities; Animal boarding or training establishments; Biosolids treatment facilities; Camping grounds; Caravan parks; Depots; Eco-tourist facilities; Farm buildings; General industries; Heavy industrial storage establishments; Heavy industries; Home occupations (sex services); Industrial training facilities; Resource recovery facilities; Sewage treatment plants; Sex services premises; Signage; Vehicle body repair workshops; Vehicle repair stations; Waste disposal facilities; Water recycling facilities; Water supply systems.

The proposed podium uses of retail; commercial offices; and cafes / restaurants are permissible with consent as they fall under the definitions of *commercial premises* and sub-definitions of *retail premises*. Similarly, *child care centres* and *gymnasiums* (categorised as *recreation facilities (indoor)*) are permissible. The proposed residential apartments are permissible with consent being categorised as partly *shop top housing* and *residential flat buildings*, which is not listed as a prohibited use in the zone.

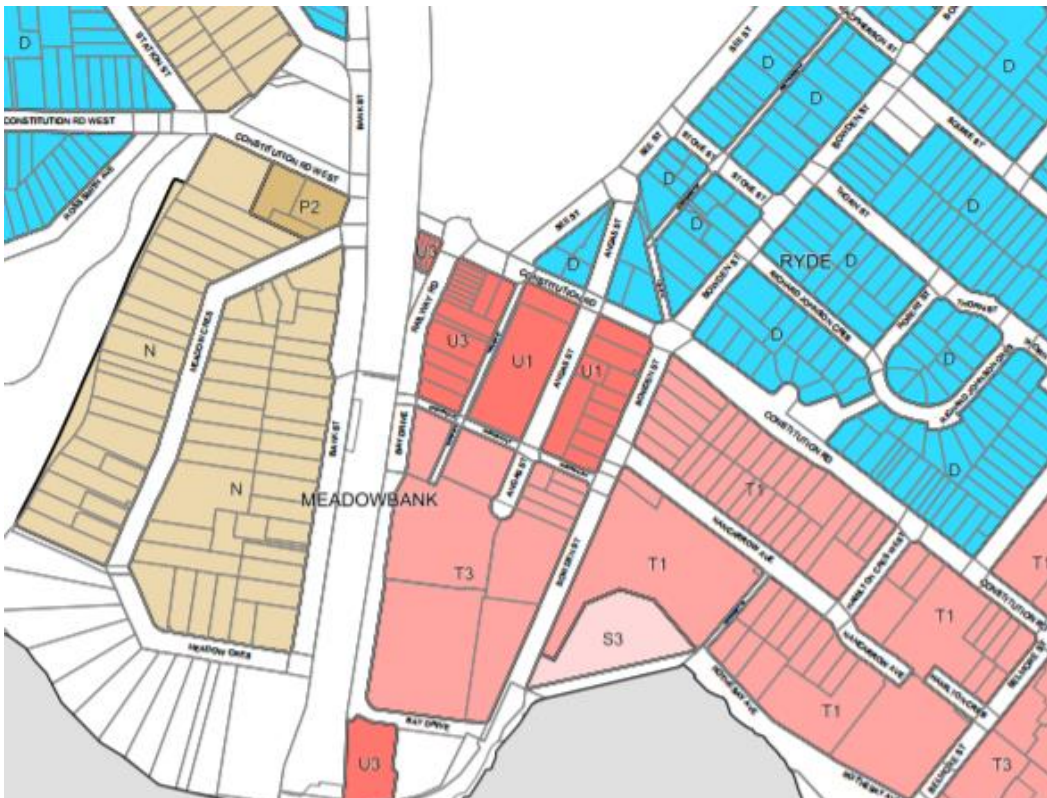
- **Height:** The site is subject to a maximum height limit of 21.5m at its southern end and 18.5m at its northern end of the site as illustrated in the figure below (Figure 7).
- **FSR:** The site is subject to a maximum FSR of 2.7:1 as illustrated below (Figure 7).

Figure 7 – RLEP 2014 maps



Picture 8 – Height map

Source: www.legislation.nsw.gov.au



Picture 9 – FSR map

Source: www.legislation.nsw.gov.au

5. REDEVELOPMENT CONCEPT

This Planning Proposal seeks to amend RLEP 2104 by:

- Amendment to the maximum height limit to 82m (equivalent to 25 storeys) and
- Amendment to the maximum Floor Space Ratio (FSR) to an FSR of 5.2:1.

These amendments will facilitate the redevelopment of the site for a conceptual mixed use development which will align with the state and local government strategic directions for providing housing and jobs close to major transport nodes.

5.1. DEVELOPMENT CONCEPT SCHEME

The proposal represents a strategic opportunity to transform Meadowbank centre into a vibrant and active community town centre with a sense of place and pride for the local community. The vision for the site is to create a multi-functional and integrated pedestrianised precinct. This precinct is planned to offer local retail and non-retail services together with new housing opportunities close to public transport.

The proposal creates an urban plaza on the corner of Railway Road and Constitution Road which will provide an extended community focal point to the existing plaza adjacent to the Meadowbank train station and contribute towards enhancing the identity of Meadowbank village. Active ground level uses will also provide excellent amenity for the residents, workers and students in the immediate vicinity.

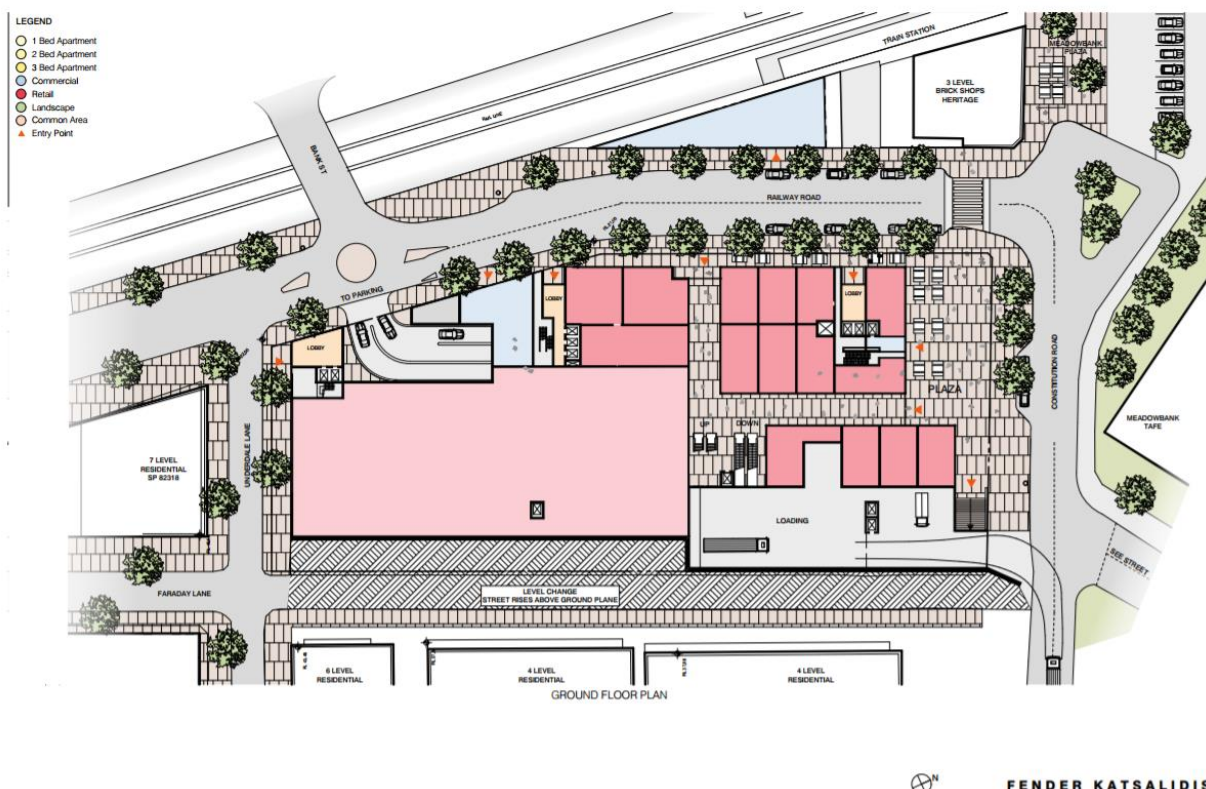
The proposed future redevelopment for the site will ensure a high quality mixed-use development that includes the potential to integrate the following:

- Retailing and commercial premises;
- Child care;
- Gymnasium;
- Residential apartments;
- Pedestrian linkages to key focal points external to the site; and
- Basement car parking.

The building envelope of the concept proposal has been developed to accord with the principles of SEPP 65 and the Apartment Design Guidelines (ADG) with particular regard to preserving appropriate levels of sunlight access for adjacent residential developments; and built form envelope compatibility with the site surrounds. This is further addressed in Section 8, and illustrated in the Urban Design Report in **Appendix A**.

Figure 8 – Concept master plan

KEY PLAN



Source: Fender Katsalidis

5.2. KEY DEVELOPMENT STATISTICS & LAND USE MIX

Overall, the preliminary conceptual plans achieve a GFA of 40,496m² and an FSR of 5.2:1 based on a parcel 1, with an area of 7,773m². The table below provides a breakdown of the land use and indicative yield / floor space:

Table 2 – Indicative yield / floor space

Land use	Indicative yield / floor space (NSA/NLA)
Retail	3,681m ²
Commercial (includes child care centre and gymnasium)	2,928m ²
Residential dwellings	29,436m ² comprising 358 apartments. Preliminary mix of: <ul style="list-style-type: none"> • 1 bedroom x 100 (28%) • 2 bedroom x 163 (46%) • 2 bedroom plus study x 23 (6%) • 3 bedroom x 72 (20%)

Land use	Indicative yield / floor space (NSA/NLA)
Basement car parking	403 residential spaces and 222 retail / commercial spaces, totalling 625 spaces.

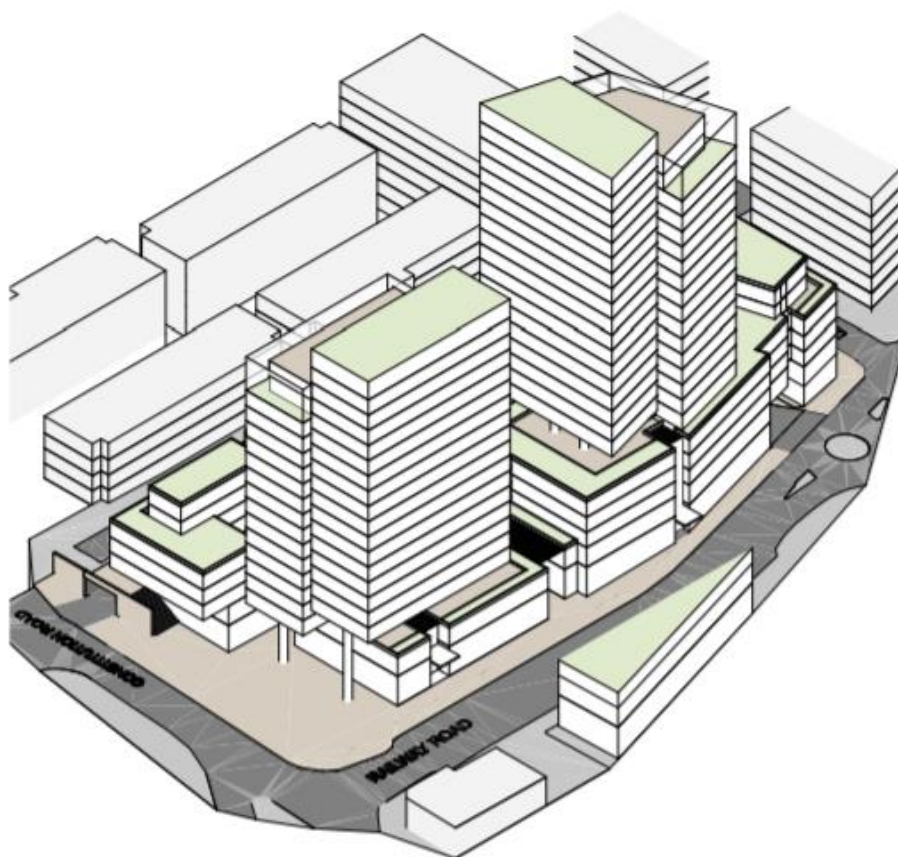
5.3. URBAN DESIGN

The concept achieves a range of building heights in consideration to surrounding built context and sunlight retention to adjacent properties and as illustrated in the following figures:

- Podium forms of 2 to 5 storeys. Along Underdale Lane and Faraday Lane, an additional two storeys above the podium, setback from the podium edge.
- Tower forms of up to 20 storeys above the podium down to 16 storeys above the podium.
- The resultant height in metres ranges from approximately 19.3m at the lowest point to 82m or RL103.4m at the top of the tallest tower.

Within this development, some 1840m² of usable communal open space in form of internal courtyards, terraces and rooftop spaces is designed for the residents of the development. This is in addition to the urban plaza at ground level. Refer to Figure 9 below.

Figure 9 – Proposed building volume articulation



VOLUME ARTICULATION

Articulating the volume to sculpt the form to reduce the bulk and scale of the mass.
Landscaping to roofscapes creating tiered "Meadows"

Source: Fender Katsalidis

Figure 10 – View looking south east of proposed building massing and articulation



Source: Fender Katsalidis

Figure 11 – View looking south west of proposed building massing and articulation



Source: Fender Katsalidis

Figure 12 – Overview of landscaped spaces in the development



Source: Fender Katsalidis

5.4. APARTMENT DESIGN

The concept scheme has been designed to meet NSW Government design quality principles for residential apartment developments and the guidelines for apartment design.

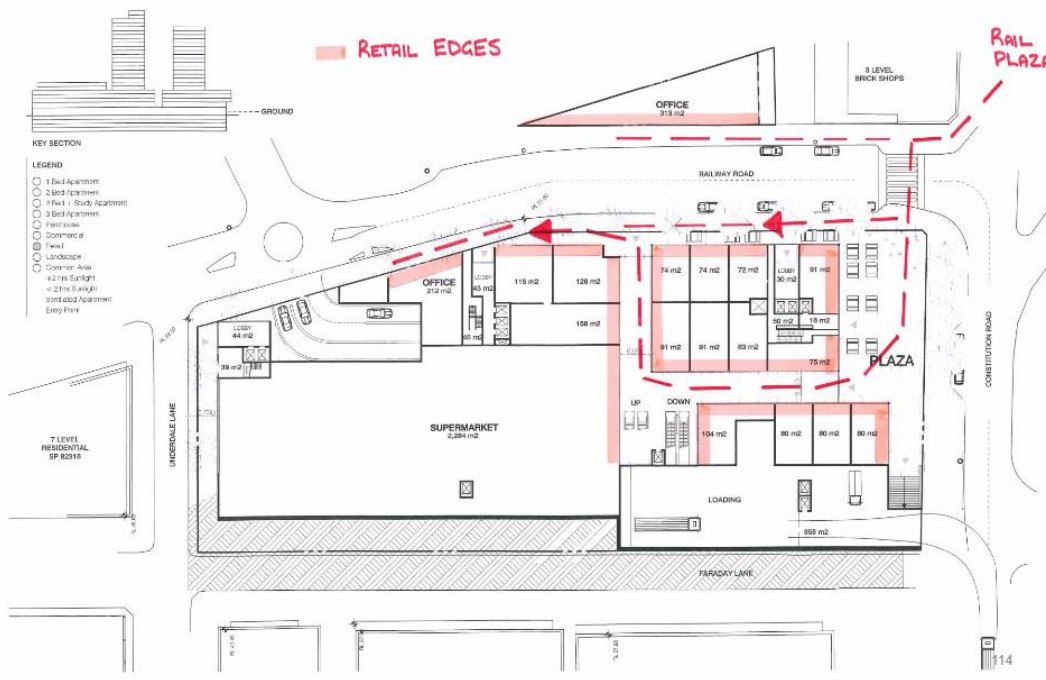
The submitted indicative floor plans have been developed with the following key considerations relating to:

- Providing appropriate building separation between buildings on site and between adjacent buildings to achieve amenity and privacy;
- Siting of towers to achieve solar access requirements for apartments on site and in adjacent buildings;
- Design of floor plates to:
 - maximise natural ventilation opportunities for 64.7% of apartments on site;
 - maximise solar access for 70% of apartments on site;
 - achieve appropriate building and apartment depths for solar access;
 - achieve appropriate size and dimensioned apartment sizes and layouts; and
 - achieve appropriate size and dimensioned balconies.
 - Achieve minimum floor to ceiling heights.

Further discussion relating to apartment design is located in Section 9 of this report.

Figure 13 – Connectivity opportunities

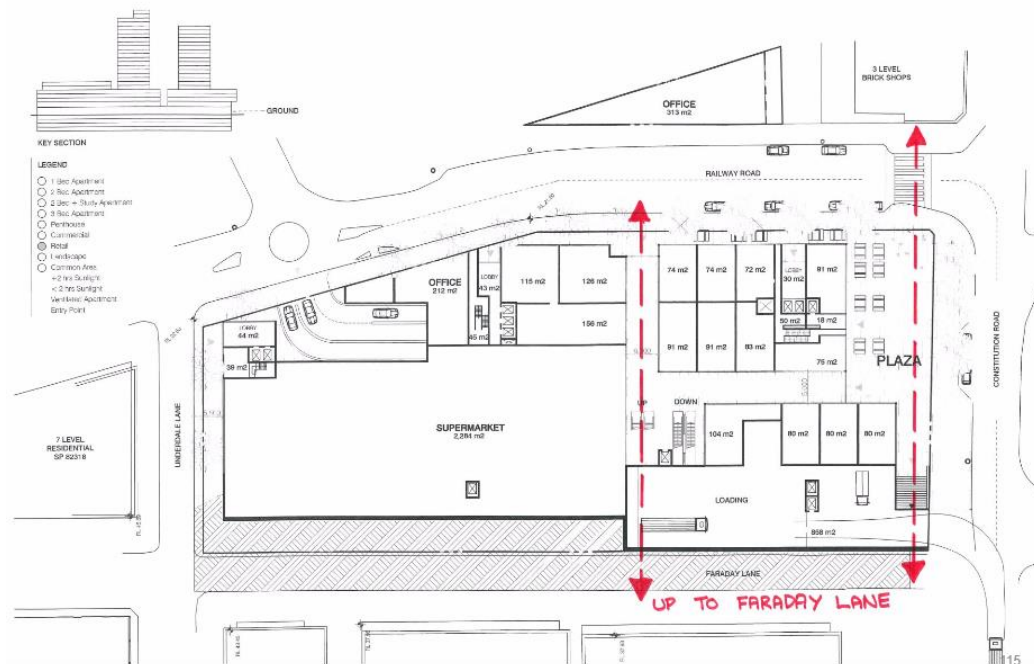
RETAIL EDGES



Picture 10 – Retail edge opportunities

Source: Fender Katsalidis

THROUGH SITE LINKS



Picture 11 – Through site link opportunities

Source: Fender Katsalidis

5.5. PUBLIC DOMAIN IMPROVEMENTS AND COMMUNITY BENEFITS

The concept offers significant public domain improvements, principally the creation of a northern orientated plaza on the site's corner of Railway Road and Constitution Road. This corner is a key junction within the village located immediately opposite the rail plaza; the heritage listed group of shops and Meadowbank TAFE. The plaza would provide an extension of the rail plaza and support active ground level uses and create a place for community gathering, that will enliven the street and support business.

Through site linkages to and from Faraday Lane; as well enlivening of the key pedestrian route along Railway Road will enhance the village's connectivity and permeability.

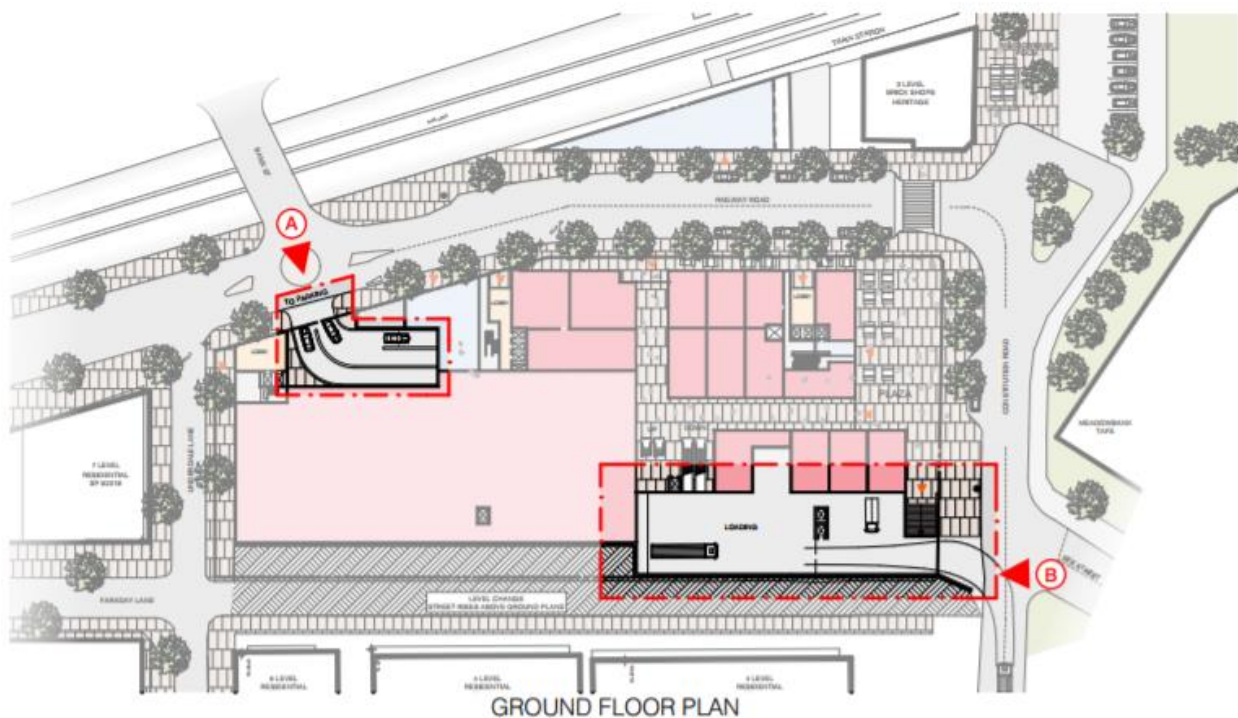
5.6. ACCESS AND PARKING

Traffic, access and parking related aspects of the Planning Proposal have been developed by The Transport Planning Partnership Pty Ltd in conjunction with Fender Katsalidis. These include:

- Access (entry and exit) for residential and retail/commercial cars proposed from Railway Road, off the existing roundabout as a "fourth arm";
- Loading and servicing from Constitution Road; and
- Car parking provision based upon Council DCP requirements.

The Transport Planning Partnership Pty Ltd has prepared a Traffic Assessment attached in **Appendix B**. The assessment of car parking and traffic impacts is ultimately a matter for consideration at the DA phase when there will be certainty with respect to quantum and apartment mix. Further discussion is provided in Section 8 of this report.

Figure 14 – Proposed vehicular access points



Source: Fender Katsalidis

5.7. VOLUNTARY PLANNING AGREEMENT

Under section 93F of the Act, a proponent may enter a VPA where a change is sought into an environmental planning instrument, under which the developer may provide a monetary contribution or provide a material public benefit to be used or applied towards a public purpose.

The proponent owns a triangular parcel of land on Railway Road, immediately opposite the site. This site provides an opportunity to engage with Council to discuss the provision of community facilities and/or commercial premises as part of a VPA process.

6. PARTS OF THIS PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with Section 55 of the EP&A Act, 1979 with consideration of DPE's *A guide to preparing Planning Proposals* (August 2016). Accordingly, the proposal is discussed in the following parts:

- Part 1 – A statement of the objectives and intended outcomes.
- Part 2 – An explanation of the provisions that are to be included in the proposed LEP.
- Part 3 – The justification for the planning proposal and the process for the implementation.
- Part 4 – Mapping.
- Part 5 – Details of community consultation that is to be undertaken for the planning proposal.
- Part 6 – Project timeline.

Discussion for each of the above parts is outlined in the following chapters.

7. PART 1 – OBJECTIVES AND INTENDED OUTCOMES

The key objectives of this Planning Proposal are to amend the provisions of RLEP 2014:

- To facilitate the consolidation of landholdings to create an integrated mixed use development.
- To amend the planning controls to enable the delivery of new retail/commercial tenancies and residential apartments above.
- To enhance the public domain to provide improved amenity and facilities to the community.

The proposed amendments to the built form controls aim to facilitate development which achieves the following:

- Better capitalises on the sites strategic location proximate to existing public transport by providing high levels of accessibility for residents to the broader metropolitan area.
- To encourage containment in the area by providing extensive local retail and commercial facilities to service residents on site and in the surrounding area,
- Incentivise investment in this part of the Meadowbank. The proposal will create a new multi-functional precinct integrating a range of uses supported by major upgrades to the public domain.
- Employment opportunities including 342 direct jobs (full-time, part-time and casual) through the ongoing operation of the retail, commercial, child care and gym components of the development and a further 145 indirect jobs.
- Provision of a range of new housing opportunities in a location close to shops, services, employment areas and an urban plaza of the community and private and communal open space for the residents of the development. The project will provide housing to meet a wide housing market and by providing new housing stock in a LGA will positively contribute to housing affordability and opportunities.
- A new development that complements the adjacent residential precincts south and southwest of the site and incorporating retail/commercial premises that will serve the local community.

The intended outcome of this Planning Proposal is to amend the RLEP 2014 to permit high rise tower forms over a podium. Conceptual designs for future development of the sites for mixed use have been prepared and discussed in Section 5 and is contained in the separate A3 attachment.

The concept scheme has been included to assist in understanding the potential architectural form and character. The scheme will be refined as part of the DA process once the Planning Proposal has been endorsed by Council and the DPI 'Gateway' issue a determination that supports the preparation of an LEP amendment.

8. PART 2 – EXPLANATION OF PROVISIONS

RLEP 2014 is proposed to be amended by a site specific amendment to:

- The maximum height limit to 82m or RL103.4 to facilitate a maximum building height equivalent to 25 storeys; and
- A maximum floor space ratio of 5.2:1.

The required amendment to RLEP 2014 involves:

- The amendment of the Height of Buildings Map – Sheet HOB_003 to include a new maximum height of RL 103.4m by introducing a new height category in the legend and respective identification of the site;
- The amendment of the Floor Space Ratio Map – Sheet FSR_003 to include a new maximum FSR of 5.2:1 by introducing a new FSR category in the legend and respective identification of the site.

9. PART 3 JUSTIFICATION

9.1. SECTION A – NEED FOR THE PLANNING PROPOSAL

9.1.1. Question 1 - Is the Planning Proposal a result of any strategic study or report?

The Planning Proposal is not the result of a strategic study or report prepared by Council but is consistent with State Government strategies towards increasing densities along public transport corridors and within centres. This is evident by the recent announcement of the Rhodes East draft Priority Precinct Plan which is currently on exhibition. The precinct is identified as an area with good access to transport infrastructure with the potential to provide for significant growth in housing and jobs comprising approximately 3,600 dwellings and a population of 8,255 people.

In comparison, the subject planning proposal seeks to achieve a significantly smaller population increase of 848 people, or 161 people above existing planning controls in Meadowbank as a result of the proposed 358 dwellings or an additional 68 dwellings above that accommodated in the current planning controls.

The Planning Proposal will enable the creation of a vibrant new precinct accommodating a mix of uses that will revitalise the largest land holding within the centre of Meadowbank. The conceptual development scheme seeks to establish a vibrant, local retail precinct with a pedestrian oriented plaza; new residential apartments; gymnasium and child care facilities with a range of public benefits.

In addition, a range of studies have informed the development of this Planning Proposal. The findings of these studies are discussed throughout this report and are attached in full.

9.1.2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. An amendment to the height and FSR control is required to accommodate the extent of heights and building envelope achieved in the concept plans.

9.2. SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

9.2.1. Question 3 - Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy) and exhibited draft strategies?

(a) Does the proposal have strategic merit?

The strengthened strategic merit test criteria requires a Planning Proposal to demonstrate strategic merit against (at least one of) the following three criteria:

- *Consistent with the relevant district plan, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or*
- *Consistent with a relevant local council strategy that has been endorsed by the Department; or*
- *Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.*

This Planning Proposal addresses the first consideration above, having regard to:

- *A Plan for Growing Sydney, 2014*
- *Towards our Greater Sydney 2056, 2016; and*
- *The draft North District Plan, 2016.*

A Plan for Growing Sydney (2014)

A Plan for Growing Sydney (The Plan) was released in December 2014 and is a strategic plan that guides Sydney's growth for the next 20 years. A key direction of The Plan is to achieve housing demands through accelerating urban renewal across Sydney in or near centres on the public transport route. The Plan emphasises the importance of locating new housing near employment, public transport, community facilities and services. Diversity of housing size, type and affordability are also key goals of The Plan.

The proposal is consistent with the following *Goals* and associated *Directions* and *Actions* outlined in the Plan and as addressed in the following table.

Table 3 – A Plan for Growing Sydney Goals, Directions and Actions

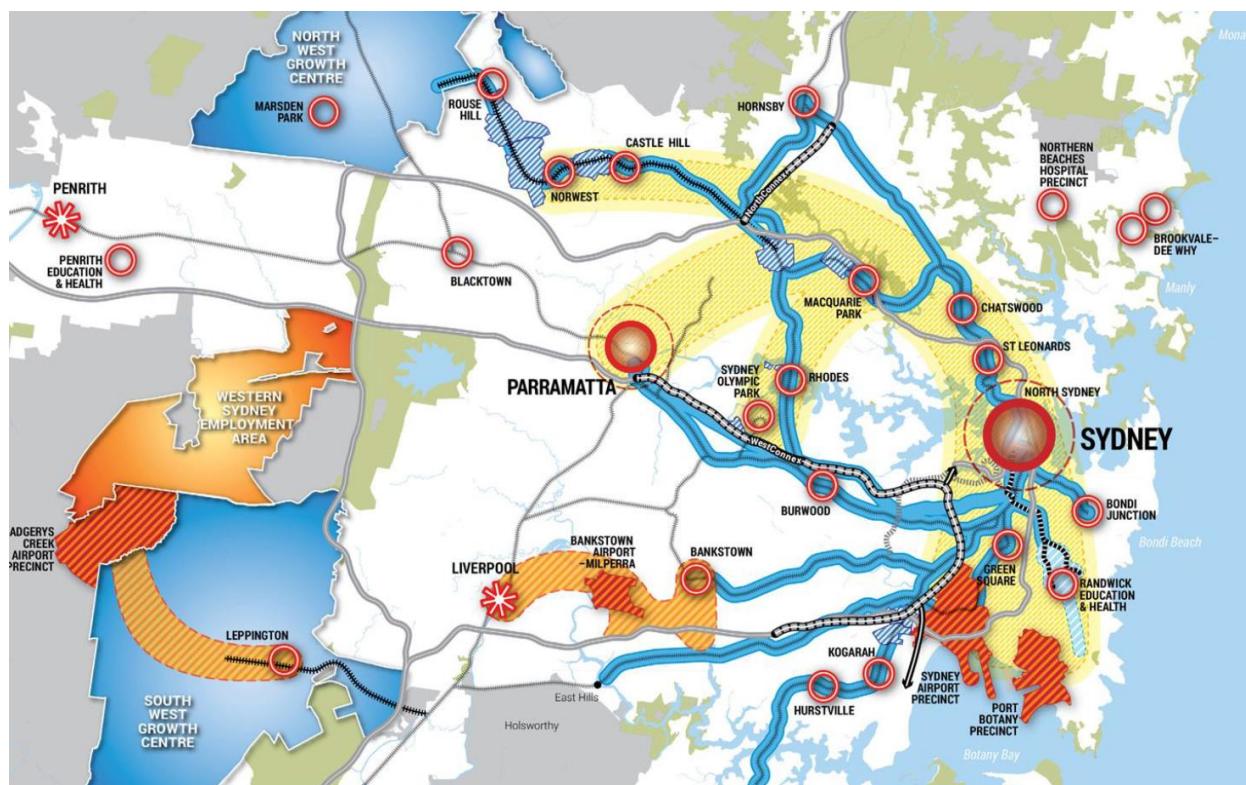
Goals, Directions and Actions	Response
Goal 1: A competitive economy with world-class services and transport	
Directions and Actions – Expand the Global Economic Corridor	<p>The site is located within the Global Economic Corridor, a portion of which extends from Macquarie Park to Sydney Olympic Park.</p> <p>The proposal provides for approximately 6,600m² of retail and commercial floor space, equivalent to an FSR of 0.85:1. This provides for an estimated 342 direct jobs (full-time, part-time and casual) through the ongoing operation of the retail, commercial, child care and gym components of the development and a further 145 indirect jobs.</p> <p>This extent of non-residential floor space is viable only as part of a higher density mixed use development.</p>
Goal 2: A city of housing choice, with homes that meet our needs and lifestyles.	
Directions and Actions: Accelerate Housing Supply Across Sydney; Accelerate Urban Renewal across Sydney – Providing homes closer to jobs; Improve housing choice to suit different needs and lifestyles.	<p>This proposal positively responds to this goal through:</p> <p>Contribution towards the delivery of The Plan's forecasted additional 664,000 dwellings over the next 20 years.</p> <p>Locating dwellings in a centre that is within 400m from a public transport node.</p> <p>Opportunities for affordable and diverse types of housing.</p>
Goal 3: A great place to live with communities that are strong, healthy and well connected.	
Directions and actions: revitalise existing suburbs; create healthy built environments; create a network of interlinked, multipurpose open and green spaces across Sydney	<p>The planning proposal is consistent with this goal by:</p> <p>Facilitating a rare opportunity to masterplan the largest remaining landholding in Meadowbank for a comprehensively planned precinct that will provide public benefits such as activated pedestrian linkages that will encourage connectivity from the site surrounds to existing and new urban spaces.</p> <p>Further design development as part of a development application to encourage social interaction, vibrancy and well landscaped public domain areas.</p>

The Plan identifies six subregions of Sydney that will be subject to further subregional planning. The site is situated within the *North* Subregion of which the following relevant priorities are nominated by the Plan that will be further considered in the future subregional planning process:

Table 4 – Priorities for the North Subregion

Priority	Response
For the North Subregion	
A Competitive economy: Improve subregional connections, particularly from the Northern Beaches to Global Sydney and the Global Economic Corridor.	Meadowbank is strategically located near the employment centres of Macquarie Park, Rhodes, Sydney Olympic Park and Parramatta. The Planning Proposal will enhance Meadowbanks' complementary role in supporting these centres through offering additional housing and supplemental retail / commercial opportunities.
Accelerate housing supply, choice and affordability and build great places to live: work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal) and train services, including around priority precincts, established and new centres, and along key public transport corridors including the north west rail link, the western line, the Cumberland line, the Carlingford line, the Bankstown line and Sydney rapid transit.	The proposal will facilitate the acceleration of diversity in housing supply within 400m to a public transport node.

Figure 15 – A Plan for Growing Sydney



Source: A Plan for Growing Sydney

Towards our Greater Sydney 2056

A draft amendment to *A Plan for Growing Sydney* was released in November 2016 by the Greater Sydney Commission, known as *Towards our Greater Sydney 2056*. This amendment introduces the concept of three cities: Eastern, Central City and Western City. The Ryde LGA is located within the Central City which is planned to experience the most significant urban transformation over the next 10 to 15 years. *Towards our Greater Sydney 2056* identifies the following directions, actions and priorities for the Central City that are relevant to the site and the Planning Proposal.

A Productive Greater Sydney

Metropolitan priority: A growing Sydney

The Planning Proposal will contribute towards the 817,000 additional jobs targeted for Greater Sydney and an additional 725,000 new dwellings by 2036.

Metropolitan priority: A city with smart jobs

The Planning Proposal has the potential to leverage off the Meadowbank TAFE campus by providing floor space to accommodate complementary businesses to this facility as well to the local community.

Metropolitan priority: A 30-minute Sydney

The conceptual scheme provides the ability for achieving a high level of containment, accommodating new retail/commercial floor space and a new urban plaza with high density residential. Notwithstanding, the Northern Rail line provides access to key the employment areas of Rhodes and Sydney within 30 minutes whilst the ferry service between Meadowbank and Parramatta is marginally just over 30 minutes.

Accelerate housing opportunities

The location of higher density housing immediately adjacent to Meadowbank train station is consistent with urban renewal policies for focussing housing in existing and new centres served by public transport.

A Liveable Greater Sydney.

Metropolitan priority: An equitable, polycentric city

As discussed above, the Planning Proposal will provide more equitable access to strategic employment areas. The Planning Proposal will also facilitate non-residential services such as child care or other community services that could potentially locate in proposed retail / commercial floor space.

Metropolitan priority: A city of housing choice and diversity

The Planning Proposal will facilitate a mix of 358 apartments to meet the need for more housing diversity to accommodate ageing in place and housing for young household types to enter the Ryde housing market.

A Sustainable Greater Sydney

Metropolitan priority: A city in its landscape

Locating higher density housing approximately 500m from the foreshores of Shepherds Bay will promote healthy lifestyle living. A redevelopment of the site will require the removal of invasive vegetation types and will provide opportunity for new landscaping in the plaza and at the podium level in addition to public domain improvements along Railway Road.

Metropolitan priority: An efficient city

The location of higher density housing within a centre maximises infrastructure and land and promotes an efficient use of energy and resources.

Draft North District Plan

The draft *North District Plan* outlines the Greater Sydney Commission's 20-year vision for the Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, Northern Beaches, Mosman, North Sydney, Ryde and Willoughby Local Government Areas.

This vision includes delivering a thriving economy that will co-exist with the District's natural landscape. Growing centres and urban precincts around major infrastructure and urban services will contribute towards

opportunities for much needed compact and diverse housing choices for various lifestyles and age groups supported by health and social infrastructure. Improving physical and economic links to major centres across Greater Sydney and better internal connections to link residents with jobs, services, to community facilities, open space and cultural facilities are also key visions for the District.

The draft *North District Plan* provides the district level planning framework to implement the goals and directions outlined in the regional plan, *A Plan for Growing Sydney*. The district plan contains proposed priorities and actions towards delivering the goals of the regional plan and are broadly focussed on:

- Productivity;
- Liveability; and
- Sustainability.

The following relevant priorities from the Draft North District Plan are discussed below.

Productivity Priority 2: Manage growth and change in strategic and district centres and, as relevant, local centres.

This Planning Proposal will facilitate the growth of an existing local centre to accommodate local retail and commercial floor space for some 342 direct jobs (full-time, part-time and casual) through the ongoing operation of the retail, commercial, child care and gym components of the development and a further 145 indirect jobs.

These uses will be supported by existing and proposed high density residential development. The development will include opportunities for improving pedestrian connectivity with the site surrounds and incorporate a new plaza that will form an extension of the rail plaza to provide an enhanced community focus to the centre.

The scale of the development includes lower podium forms that will relate to lower rise buildings to the south and east.

Productivity Priority 3: Prioritise the provision of retail floor space in centres.

The conceptual plans include some 3,680m² of retail floor space and 2,930m² of commercial floor space that may accommodate a child care centre and gymnasium. The land use mix supports the Council vision for the Shepards Bay Meadowbank centre under the Ryde DCP 2014. The planning for new retail floor space is designed to activate the public domain by providing vibrancy and activity along the site's interface with the public domain.

Liveability Priority 1: Deliver North District's five-year plan housing targets.

The conceptual plans have the potential to deliver 358 apartments, which will contribute towards a housing target of 25,950 dwellings by 2021 for the North District. This includes a housing target of 7,600 dwellings for the Ryde Local Government Area which represents the largest share of housing in comparison to the remaining LGAs in the North District.

Liveability Priority 2: Deliver housing diversity

Key findings of the Housing Study, prepared as part of the Ryde Local Planning Study 2010 identified the need to provide diverse housing types to accommodate ageing in place and housing for young household types to enter the Ryde housing market. Concentration of housing provision in appropriate centres was also a key finding. The Planning Proposal is consistent with these findings, providing a mix of 358 apartments within 400m of a railway station.

Liveability Priority 5: Facilitate the delivery of safe and healthy places & Liveability Priority 6: Facilitate enhanced walking and cycling connections

The conceptual plan delivers on this priority by:

- Providing opportunity to deliver new pedestrian linkages from Faraday Lane, through the site and to Railway Road; as well as enlivening of the key pedestrian route along Railway Road to Shepherds Bay.
- The proposed northern orientated plaza on the site's corner of Railway Road and Constitution Road will provide an extended community gathering point.

- Proposed commercial spaces have the opportunity to accommodate social infrastructure such as a child care centre.

Liveability Priority 8: Support the creative arts and culture

Proposed retail and commercial spaces can accommodate creative hubs; whilst the proposed plaza space may have the ability to showcase community events.

Sustainability Priority 1: Maintain and improve water quality and waterway health.

The redevelopment of the site will provide future opportunity to include water sensitive approaches to managing stormwater to meet water quality targets. These would be investigated as part of a development application process.

Sustainability Priority 4: Avoid and minimise impacts on biodiversity; Priority 5: Align strategic planning to the vision for the Green Grid; and Sustainability Priority 6: Protect, enhance and extend the urban canopy.

Existing site coverage is occupied predominantly by built forms such that there is limited vegetation on the site. The site at No.50 Constitution Road is occupied by at grade car parking with several established trees on the periphery of the car park. A redevelopment of the site will require the removal of these trees but will provide opportunity for new vegetation at podium level and the plaza and public domain improvements along Railway Road. The large established trees on the site are Camphor Laurel trees, an invasive species.

Sustainability Priority 7: Improve protection of ridgelines and scenic areas

The towers of the development will be visible from Rhodes, across the Parramatta River. However, the towers will be seen in conjunction with the recently established buildings of Shepherds Bay. The towers will be distinctly higher than the existing buildings and will visually identify the Meadowbank centre without impact to the wider appreciation of Parramatta River and its foreshores. Further discussion is contained in Section 9 of this report.

Sustainability Priority 12: Mitigate the urban heat island effect

Landscaping to podium levels and potential opportunity for public domain improvements along Railway Road will contribute towards mitigating urban heat island effect. The plaza area will also be partly covered by the tower form to offer a weather protected space. Further measures, such as consideration to adopting green roofs may be considered as part of a future development application.

Sustainability Priority 13: Integrate land use and transport planning to consider emergency evacuation needs

An assessment of the traffic impacts associated with the proposal has been undertaken by The Transport Planning Partnership. Traffic modelling investigations identify that the surrounding key intersections will operate at an acceptable level of service having regard to future upgrade works associated with the Shepherds Bay Urban Renewal development. A framework travel plan should also be implemented as part of the proposed development to facilitate a modal shift towards more sustainable modes of transport as opposed to single-occupancy car trips.

(b) Does the proposal have site-specific merit?

In addition to meeting at least one of the strategic merit criteria, a Planning Proposal is required to demonstrate site-specific merit against the following criteria:

Table 5 – Strategic Plan Merit Test

Criteria	Planning Proposal Response
Does the planning proposal have site specific merit with regard to: <i>the natural environment (including known significant environmental values, resources or hazards)?</i>	Yes. The site is situated within a highly modified urban environment and contains minimal natural environmental features. Relevant considerations are: <ul style="list-style-type: none"> • 50 Constitution Road includes Camphor Laurel trees around the perimeter of the car park which is an invasive species and will be required to be removed. The redevelopment of the site will provide opportunity to plant specimens indigenous to the area to enhance the biodiversity of the locality. • Where the northern boundary of the site along Constitution Road is elevated above street level, this embankment will be replaced with a new structure and include an access for service vehicles.
Does the planning proposal have site specific merit with regard to: <i>the existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i>	Yes. The site is currently zoned B4 mixed use which permits the uses envisaged under the concept plan and is surrounded by B4 zoned land to the east and south. Land to the west across the railway line is R4 zoned land and to the north, SP2 and R2 Low density land. The proposed use is consistent to the uses currently permitted with development consent and will be compatible with surrounding land uses. The proposed height and scale will be different to the building envelopes of the adjacent lands but these are designed to minimise impacts to site surrounds.
Does the planning proposal have site specific merit with regard to: <i>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?</i>	A redevelopment of the site will provide opportunity to incorporating additional social infrastructure, such as a child care facility. The proponent also owns land immediately opposite the site on Railway Road which is capable of accommodating a building for social infrastructure and/or commercial premises and provides an opportunity to engage with Council as part of a VPA process. The proposed plaza will provide an urban space within the centre, which is identified in Council's Open Space Study as being much needed in centres overall.

9.2.2. Question 4 - Is the planning proposal consistent with council's local strategy or other local strategic plan?

Relevant strategic studies for the Ryde LGA that have been considered in this Planning Proposal are:

- Ryde Local Planning Study 2010
- Ryde 2025 Community Strategic Plan (Ryde 2025)

Ryde Local Planning Study 2010

The Ryde Local Planning Study 2010 was prepared to inform the Ryde's consolidated Local Environmental Plan, identified as the RLEP 2104. This document is comprised of seven components relating to: centres and corridors; small Centres; housing; environment and open space; cultural heritage; employment; and transport. The Planning Proposal is consistent with the key findings and recommendations as follows:

- Meadowbank is identified as one of the six centres within the Ryde Centres Network. The Planning Proposal will meet the identified future character for centres by providing a mix of land uses and therefore associated convenient access between work, home, shopping, leisure and community facilities and infrastructure. The inclusion of an urban plaza in the proposed location will promote *social inclusion, community identify and pride* whilst activated street frontages and new pedestrian linkages will create safe and convenient pedestrian environments.
- Specific to the Meadowbank centre, the Planning Proposal will provide:
 - Further local retail opportunities adjacent to the train station; whilst the mix of apartment types;
 - The site's location and improved pedestrian linkages will encourage future residents to utilise public transport, consistent with desired improved mode share from driver/passenger to public transport.
 - Commercial space for local businesses.
 - Upgraded steps from Faraday Lane to Constitution Road to an urban space within the town centre for the community.
 - Removal of older industrial buildings and incorporation of activated retail frontages.
 - Mixed-use development that reinforces Meadowbank as a *model transit oriented development*.
- Significant opportunities to provide alternative housing types for all types of households, particularly:
 - Accommodating ageing in place which will in turn free up larger homes for young families.
 - Housing types will include 3 bedroom types which are attractive for young families or those with a preference for larger dwellings.
 - Conveniently located housing for young lone households and young couples within and around the centre.
- Provision of and a range of on-site private and communal open space for residents of the development.

Ryde 2025 Community Strategic Plan (Ryde 2025)

Ryde 2025 is a long-term Community Strategic Plan for the City of Ryde which aim to address the challenges and harness opportunities for the city's future. Ryde 2025 has identified seven key outcomes that responds to the following priorities of the community:

- City of Liveable Neighbourhoods;
- City of Wellbeing;
- City of Prosperity;
- City of Environmental Sensitivity;
- City of Connections;
- City of Harmony and Culture; and
- City of Progressive Leadership.

The Planning Proposal is considered to meet the outcomes of the strategy by facilitating a master planned precinct designed to achieve safe and equitable spaces and a new community space to enhance the identity of Meadowbank. Opportunities for new community oriented services and new local business and retail services will be able to be located within the podium and generate added pedestrian vibrancy. Improved connections through the site to a public transport modes as well as increasing landscaping will also be possible as part of a future development.

9.2.3. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes.

An assessment of the Planning Proposal against applicable State Environmental Planning Policies (SEPPs) is provided in the Table below.

Table 6 – Assessment Against SEPPs

SEPP	Consistent	Comment
SEPP (State and Regional Development) 2011	Yes	The site is not a State Significant site and the proposed use is not a type of State Significant development. Future development applications with a capital investment value exceeding \$30 million would be determined by the Sydney North Planning Panel.
SEPP (Sydney Drinking Water Catchment) 2011	NA	The site is not located in the Sydney drinking water catchment.
SEPP (Urban Renewal) 2010	NA	The site is not located in a potential urban renewal precinct.
SEPP (Affordable Rental Housing) 2009	NA	The proposal does not involve provision of affordable rental housing.
SEPP (Western Sydney Parklands) 2009	NA	The site is not located in the Western Parklands.
SEPP (Exempt and Complying Development Codes) 2008	NA	This conceptual plan does not seek development consent for works or buildings and therefore there is no requirement to apply this SEPP.
SEPP (Western Sydney Employment Area) 2009	NA	The site is not located in the Western Sydney Employment Area.
SEPP (Rural Lanes) 2008	NA	The site is not located on rural land.
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	NA	The site is not located in the Kosciuszko National Park.
SEPP (Infrastructure) 2007	Yes	The Planning Proposal will be required to be referred to the Roads and Maritime Services under Schedule 3. The proposal is also expected to be referred to Sydney Trains in respect to the land immediately adjacent to the railway line.
SEPP (Miscellaneous Consent Provisions) 2007	NA	This Planning Proposal does not seek development consent for temporary structures or works and therefore there is no requirement to apply this SEPP

SEPP	Consistent	Comment
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	NA	The proposal does not relate to mining related purposes.
SEPP (Sydney Region Growth Centres) 2006	NA	The site is not located in a Sydney Region Growth Centre.
SEPP (State Significant Precincts) 2005	NA	The site is not located in a State Significant Precinct.
SEPP (Building Sustainability Index: BASIX) 2004	NA	A future development application will require consideration to this SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	NA	The Planning Proposal does not include housing for seniors.
SEPP (Penrith Lakes Scheme) 1989	NA	The site is not located in the Penrith Lakes Scheme.
SEPP (Kurnell Peninsula) 1989	NA	The site is not located in Kurnell Peninsula.
SEPP No. 1 Development Standards	NA	The Planning Proposal does not require consideration to SEPP 1.
SEPP No. 14 Coastal Wetlands	NA	The site is not located in or within proximity to coastal wetlands.
SEPP No. 19 Bushland in Urban Areas	NA	The site does not include remnant bushland.
SEPP No. 21 Caravan Parks	NA	The Planning Proposal does not involve caravan use.
SEPP No. 26 Littoral Rainforests	NA	The site is in an urban environment.
SEPP No. 30 Intensive Agriculture	NA	The site is in an urban environment.
SEPP No. 33 Hazardous and Offensive Development		The site is not located in Kurnell Peninsula.
SEPP No. 36 Manufactured Home Estates	NA	The Planning Proposal does not involve manufactured homes.
SEPP No. 44 Koala Habitat Protection	NA	The site is in an urban environment.
SEPP No. 47 Moore Park Showgrounds	NA	The site is not located in Moore Park.
SEPP No. 50 Canal Estate Development	NA	The Planning Proposal does not include canal estate development.

SEPP	Consistent	Comment
SEPP No. 52 Farm Dams and Other Works in Land and Water Management Plan Areas	NA	The site is in an urban environment.
SEPP No. 55 Remediation of Land	Yes	An environmental assessment has not been prepared as the site is already zoned to accommodate a mixed use development and there is no proposed change to the land use zone.
SEPP No. 62 Sustainable Aquaculture	NA	The site is in an urban environment.
SEPP No. 64 Advertising and Signage	NA	A future signage under a development application may be required to be assessed under this SEPP.
SREP No.5 Sydney Harbour Catchment (Deemed SEPP)	Yes	The site partly located in the foreshores and waterways area map and is identified as in part as a strategic foreshore site.
SEPP No. 65 Design Quality of Residential Apartment Development	Yes	<p>The conceptual plans seek to maximise solar access and natural ventilation by designing to site orientation and building separation. Detailed compliance with SEPP 65 will be demonstrated as part of the future DAs.</p> <p>Refer to Urban Design and SEPP 65 report.</p>
SEPP No. 70 Affordable Housing (Revised Schemes)	NA	This SEPP applies to the Ultimo-Pyrmont area; Willoughby and Green Square.
SEPP No. 71 Coastal Protection	NA	The site is not located on coastal land.
SREP Sydney Harbour Catchment 2005 (deemed SEPP)	Yes	<p>The is partly located in the Sydney Foreshores and Waterways area and is identified to be partly in a strategic foreshore site.</p> <p>The proposal is consistent with the planning principles and matters for consideration in respect to impacts to the visual and scenic quality and protection of the hydrological catchment. Refer to section 9.3 for further discussion.</p>

9.2.4. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Yes.

The Planning Proposal has been assessed against the applicable Section 117 Ministerial Directions and is consistent with each of the relevant matters, as outlined in the table below.

Table 7 – Section 117 Compliance Table

Ministerial Direction	Consistent	Comment
1. Employment and Resources		
1.1 Business and Industrial Zones	Yes	The planning proposal seeks to maintain the current B4 zone and includes additional retail and commercial space.
1.2 Rural Zones	NA	The site is in an urban environment.
1.3 Mining, Petroleum Production and Extractive Industries	NA	The site is in an urban environment and is not known to contain natural resources.
1.4 Oyster Aquaculture	NA	The site is in an urban environment.
1.5 Rural Lands	NA	The site is in an urban environment.
2. Environment and Heritage		
2.1 Environmental Protection Zones	NA	The site is not within an environmental protection zone.
2.2 Coastal Protection	NA	The site is not located in the coastal zone.
2.3 Heritage Conservation		The site is not a heritage listed site. Preliminary search of the on-line Aboriginal Heritage Information Management Sydney identifies that 5 Aboriginal sites have been recorded in or near the location of the site. Further investigations will be undertaken following the gateway determination.
2.4 Recreation Vehicle Areas	NA	The planning proposal does include these uses.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	NA	The site does not contain environmental zones.
3. Housing, Infrastructure and Urban Development		
3.1 Residential Zones	Yes	The Planning Proposal and the conceptual plans include a choice of apartment types within an area that has infrastructure and services already in place. Future detailed planning at the DA stage will be undertaken to ensure ADG design criteria will be met.
3.2 Caravan Parks and Manufactured Home Estates	NA	The planning proposal does include these uses.

Ministerial Direction	Consistent	Comment
3.3 Home Occupations	Yes	No proposed changes to existing land use zone which currently permits home occupations without development consent.
3.4 Integrating Land Use and Transport	Yes	No proposed changes to land use zone which permits residential development in a B4 zone. The planning proposal seeks to reinforce State Government principles for integrating land and transport by seeking to provide greater FSR and height to accommodate additional residential development in a location that is readily accessible by public transport.
3.5 Development Near Licensed Aerodromes	NA	The site is not located within the vicinity of an airport.
3.6 Shooting Ranges	NA	The Planning Proposal does include these uses.
4. Hazard and Risk		
4.1 Acid Sulphate Soils	Yes	RLEP 2014 acid sulphate soil maps identify the site to be class 5 and likely to be within 500m of class 2 and 3 land. The current land use zone permits the proposed mix of land uses. If required, an acid sulfate soil investigation could be undertaken at the DA stage.
4.2 Mine Subsidence and Unstable Land	NA	The land was not used previously for mining purposes.
4.3 Flood Prone Lane	NA	The land is not flood affected.
4.4 Planning for Bushfire Protection		The site is within an urban area.
5. Regional Planning		
5.1 Implementation of Regional Strategies	NA	The site is not located in a regional area.
5.2 Sydney Drinking Water Catchments	NA	The site is not located in a Sydney Water drinking catchment area.
5.3 Farm Land of State and Regional Significance on the NSW Far North Coast	NA	The site is within an urban area.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	NA	The site is within an urban area.

Ministerial Direction	Consistent	Comment
5.8 Second Sydney Airport: Badgerys Creek	NA	The site is within the LGA adjacent to the second Sydney airport.an area.
5.9 North West Rail Link Corridor Strategy	NA	The site is not located in proximity to the NWRL.
5.10 Implementation of Regional Plans	Yes	The development is consistent with <i>A Plan for Growing Sydney</i> and <i>Towards our Greater Sydney 2056</i> as set out in Section 9.2.
6. Local Plan Making		
6.1 Approval and Referral Requirements	Yes	There are no proposed changes to existing approval of referral requirements contained the RLEP 2104.
6.2 Reserving Land for Public Purposes	Yes	There are no proposed changes to land reserved for public purposes.
6.3 Site Specific Provisions	Yes	Proposed development standards are limited to height and FSR.
7. Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	Yes	The development is consistent with <i>A Plan for Growing Sydney</i> and <i>Towards our Greater Sydney 2056</i> as set out in Section 9.2.
7.2 Implementation of Greater Macarthur Land Release Investigation	NA	The site is not located in the Greater Macarthur Land Release area.
7.3 Parramatta Road Corridor Urban Transformation Strategy	NA	The site is not located in this area.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	NA	The site is not located in this area.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NA	The site is not located in this area.
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NA	The site is not located in this area.

9.3. SECTION C - ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

9.3.1. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?

No. The site is situated within an urban context and is currently used for commercial purposes. The site is highly modified and therefore it is expected that the Planning Proposal will not affect any critical habitat or threatened species, populations or ecological communities.

9.3.2. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Urban Design

Fender Katsalidis have prepared an Urban Design Study and preliminary concept for the redevelopment of the site. The concept design achieves the following:

- Utilisation of a large site area of 7773m² to create a series of landscaped platforms which include attractive, user friendly public and communal spaces.
- Creation of a connected plaza to the main street corner within the village. This allows for the enhanced development of a 'local village' support retail and facilities centre that will provide excellent amenity for the residents and workers in the immediate vicinity.
- A residential component provided in two articulated block forms of varying heights with excellent separation from each other as well as the adjoining property boundaries to meet solar access, ventilation and building separation distance requirements in the Apartment Design Guidelines. Two additional storeys above the podium along Underdale Lane and Faraday Lane, setback from the podium also provides residential floor space with a building height commensurate with the adjacent building forms.
- An excellent scale and framework for the legibility of the public and communal domain spaces while providing the opportunity to vastly improve the current poor street level interaction of the industrial uses along Railway Road with the public domain.

Visual Impact from a broader context

The site is located on the opposite headland of Rhodes and is located on the topographical high point of Meadowbank, such that a future development of the site will have large visual catchment. A visual impact study is included in the architectural package which identifies the tower forms in the broader context, from Rhodes; Meadowbank Park, Top Ryde and surrounds as illustrated in the images below.

Overall, the proposal will be visually distinct when viewed from these locations but will not detrimentally affect the appreciation of the view or to any significant or iconic features. The proposed will provide a landmark from a wider visual catchment that will identify the presence of Meadowbank centre.

Figure 16 – View from Rhodes boat ramp, northern end of Blaxland Road

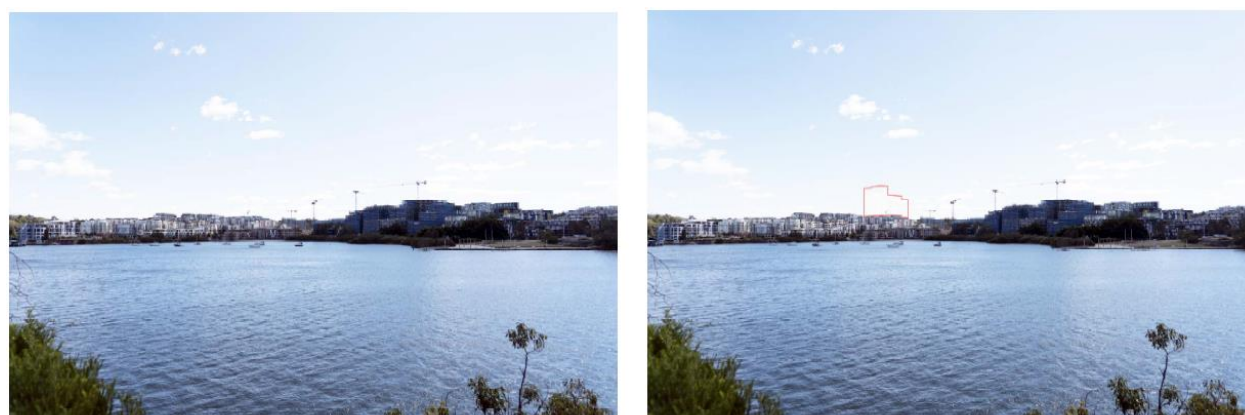


RHODES BOAT RAMP
32°49'22 S
151°15'51 E
ALTITUDE - 5m

Source: Fender Katsalidis

In this view, the podium form and lower levels of the tower are obscured by the buildings of Shepherds Bay. The towers will be seen at an oblique angle with the southern tower obscuring most of the northern tower. The towers will be distinctly higher than the buildings along the foreshore but will not obscure views to any significant scenic or iconic features. From this viewpoint, the view is a wider visual catchment to that represented in the image above, which spans further to the west and east such that wider appreciation of Parramatta River and its foreshores is maintained.

Figure 17 – View from Rhodes, Concord Road



CONCORD ROAD
32°49'22 S
151°15'56 E
ALTITUDE - 11m

Source: Fender Katsalidis

From this location, the view of Parramatta River includes the recent developments of Shepherds Bay, which provide a predominantly urban backdrop to the foreshores of the river. As above, the towers will be present in the view composition to the background of buildings however the current presentation of built form relative to the natural environment will not be significantly altered and there be no obstruction to any significant scenic or iconic features.

It is noted that the proposed built form image is a general massing model, which does not have vertical line work to be indicative of the massing and articulation of the tower forms. The separation between buildings would be evident and accentuated by the break in between the towers and within the tower forms such that the visual presence of the buildings will be less bulky than that shown in the massing envelope above.

Figure 18 – From Ryde, corner of Victoria Road and Belmore Street.



Source: *Fender Katsalidis*

From this location, the view is primarily of the busy six-lane Victoria Road and low rise detached residential forms and the local police station. The built forms are separated by sparse vegetation and intermittent trees with overhead wires and electricity poles projecting into the open sky. Between the foreground of built forms are views in the background towards the south, to Meadowbank and Shepherds Bay with a narrow band of vegetation on the horizon.

The massing of the tower forms will be distinctly visible above the background horizon but from this angle, the separation between towers is evident and breaks the built form massing. The overall impact to the extent and quality of the view will be minor as it will result in negligible loss in the band of vegetation behind the roof of the police station and will be lower in height to the electricity poles in the foreground. The height of the towers will also be similar to the trees in the foreground, which will remain as the predominant feature in this view in conjunction with the built forms along Victoria Road.

Figure 19 – Blaxland Road, Top Ryde



Source: *Fender Katsalidis*

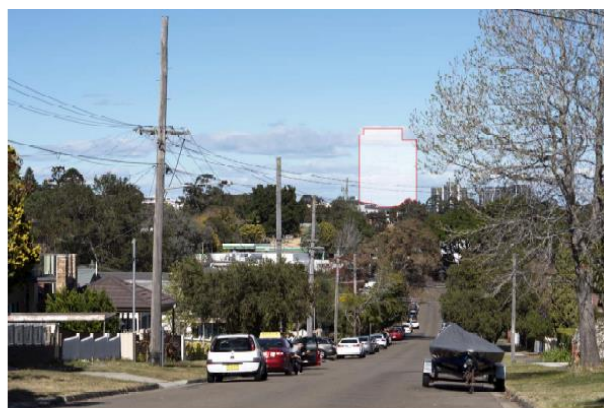
From this location, the view is primarily of a vegetated landscape beyond a paved car park. The tower forms will be visible on the horizon but are of a minor scale that does not significantly impact upon the wider visual catchment. The vegetation in the foreground is maintained as the dominant feature in this view with a new built form that identifies the presence of the Meadowbank centre.

Figure 20 – Linten Avenue,



12 LINTON AVENUE
33°48'31" S
151°13'50" E
ALTITUDE - 29m

Source: Fender Katsalidis



The visual appreciation of the view to the south along Linten Avenue is predominantly of vegetation at the street verges and behind the roofs of detached housing. The view is currently partly terminated to the south by higher rise building forms.

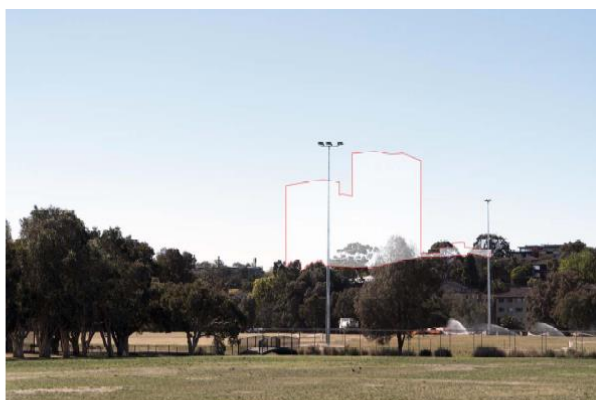
There are no views to any landmarks, waterways or iconic features that the building will obscure. Rather, the proposal will provide an added built form termination of mainly the northern tower to this vista with the natural features in this view remaining as the dominant element.

Figure 21 – Meadowbank Park



MEADOWBANK - PARK NO 7
33°49'14" S
151°14'49" E
ALTITUDE - 5m

Source: Fender Katsalidis



From Meadowbank Park, the view towards the north-east will include a distinct view of the towers above the band of vegetation which will identify the location of Meadowbank centre.

The views from Meadowbank Park encompass a large visual catchment with the most important views to the south towards Parramatta River, away from the site. The view to the tower forms will only form a minor extent of the visual catchment from this park and will not adversely impact significant features or the overall setting and scenic amenity of the park.

Visual impact from a local context

When viewed from the site's immediate surrounding streets, a future redevelopment of the site will significantly transform the site's appearance to a contemporary built form appearance. The podium heights of 2 to 5 storeys will provide a defined street edge at a pedestrian scale that:

- Responds to the scale of the heritage buildings adjacent and a façade along Railway Road that is broken into smaller segments with varying heights to articulate the street edge;
- Includes a double level void out of the volume of the podium in response to the adjacent heritage properties;

- Incorporates a setback of 2.5m along Railway Road which will effectively 'widen' the footpath to allow retail tenancies with outdoor opportunities and accommodate street trees that will further reinforce a pedestrian sense of scale and added greenery;
- Provides a scale on Underdale Lane to mirror the scale of the recent development to the south of the site. The incorporation of a 4m setback above level 5 to accommodate two storeys above will ensure that these additional storeys will not be visible from street level;
- Replicates the scale of the opposite neighbours in Faraday Lane. This façade is broken down with breaks in the building forming a through site link and residential entrances. In this context, the presentation to Faraday Lane will mimic the general presentation of the opposite neighbours by incorporating street front courtyards, residential entries and balconies to complete Faraday Lane as a quiet residential street.
- Podium setbacks from the Underdale Lane and Faraday Lane in response to DCP setback requirements to 'widen' the footpath with incorporation of street trees at the boundary edge.

The two tower forms will rise above the podium, with maximum setbacks from the eastern and southern residential interfaces. Distinctly greater in height than the site surrounds, the visual impact of these towers have been minimised by incorporating the following design considerations:

- The scale of the towers has been designed to preserve 2 hours of solar exposure to the neighbouring buildings.
- The siting of towers away from the eastern and southern residential interfaces to ensure that massing of the built form is a lower scale to be compatible with the adjacent lower rise high density buildings; whilst maintaining reasonable levels of light to adjacent neighbours.
- Each tower is broken down into two distinct elements through introduction of recessed facade lines at the end of internal corridors. These recessed elements break down the bulk of the tower and expresses the verticality of the building.
- Incorporation of void spaces in between the podium and the towers so that the towers appear to 'float' and provides for opportunity to landscape and break the overall massing of the built form.

Figure 22 – Built form scale and local context



Picture 12 – Podium height relative to adjacent heritage items

Source: Fender Katsalidis



Picture 13 – Podium height relative to Underdale Lane dwellings

Source: Fender Katsalidis



Picture 14 – Podium height relative to adjacent Faraday Lane dwellings.

Source: Fender Katsalidis



Picture 15 – Western elevation incorporating voids between the podium and tower

Source: Fender Katsalidis

Figure 23 – Proposed view looking south along Faraday Lane



The accompanying Urban Design Study further discuss the merits of the proposed height and consideration to the Apartment Design Guidelines.

Overshadowing and Solar Access

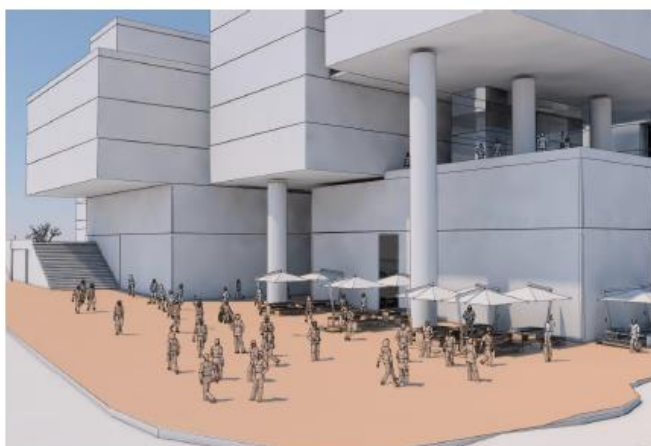
As part of the Urban Design Study, building envelopes were tested on the site at an early stage to understand potential overshadowing impacts on nearby residential properties. This initial testing has ensured that adjacent dwellings in Underdale Lane receive solar access at a variety of times throughout June 21st, the collection which culminates to a 2 hour provision; and the Faraday Lane dwellings will also receive a minimum of 2 hours of sunlight in June as set by the Apartment Design Guidelines. Detailed shadow studies have been prepared to support the design concept.

Pedestrian and Resident Amenity

The Planning Proposal will facilitate the redevelopment of the site for mixed use purposes and will provide significant opportunities to redevelop the site in a more orderly and efficient manner including improving public domain and pedestrian connectivity. Future development developments will provide the detail surrounding how the land can respond to meet Council's public domain objectives, however the urban design report submitted with this Planning Proposal identifies some 2,746m² accessible open space, with the following notable recreation areas:

- Ground level plaza – 536m².
- Two internal open courtyards that sit central to the site for residents – 516m² and 230m² (746m² combined).
- Residential common room space and common landscaping at the top of the podium of 711m².
- Roof Decks - 382m².

Figure 24 – Ground level plaza plans and views



Heritage

The site does not contain any heritage items, nor is it situated within a conservation area. Adjacent heritage items include the Meadowbank shops at 58 – 64 Constitution Road and attached dwellings at the corner of 1A Angas Street and 34 See Street. The proposal will not impact on the heritage significance of these sites as:

- A future development on the site will be located 'behind' and outside of existing sightlines directly to the Meadowbank shops and are therefore principally viewed in sightlines facing south and west, generally away from the subject site.
- The dwellings on Angas and See Street are located further from the site and visual appreciation of these dwellings will not be obscured by a future development on the site.
- The new plaza at the northern end of the site will enhance the visual curtilage of the heritage shops, by setting the new built form back from Constitution Road (Figure 25).
- The design concept adopts a massing and scaling strategy for the podium levels along Railway Road that provides a similar height of the heritage shops opposite (Figure 26).

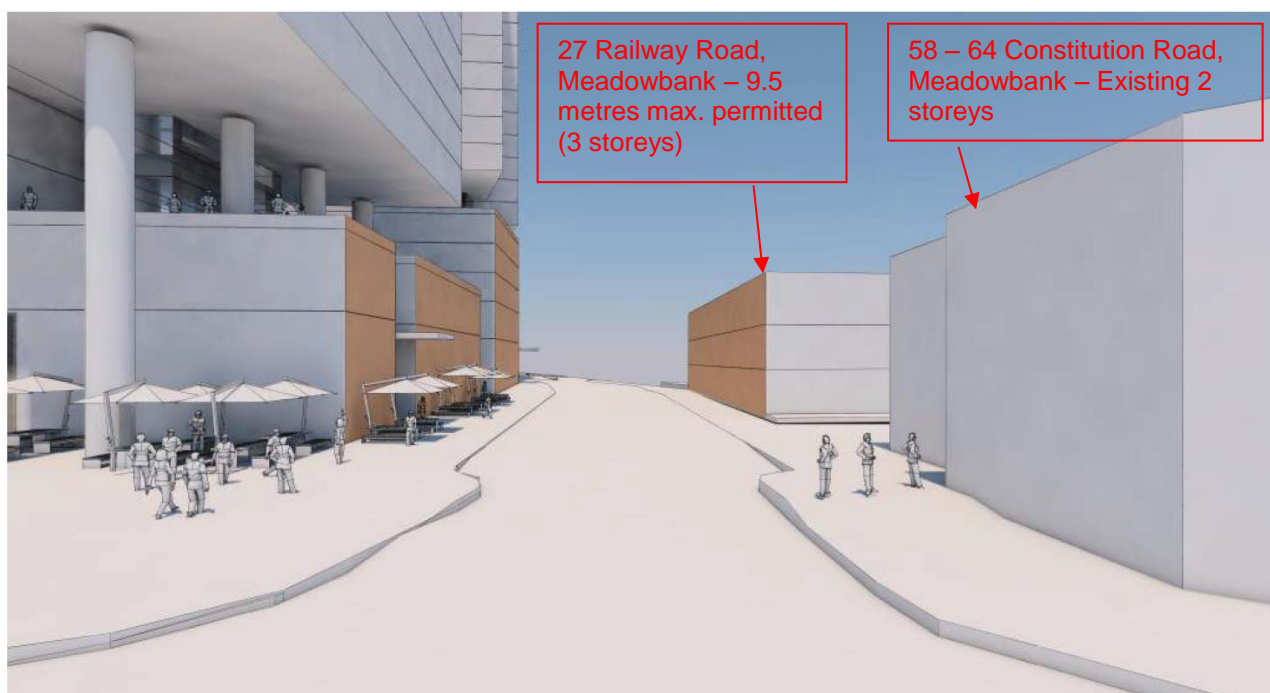
A further detailed assessment will be carried out at the DA stage in respect to impacts associated with nearby heritage items, having regard to an architectural design proposal.

Figure 25 – View from proposed plaza showing enhanced setting for heritage shops in the streetscape



Figure 26 – 3D building massing view south along Railway Road

The proposed two storey podium on the eastern side of Railway Road (left) relates to the two-storey height of the heritage shops on the western side of Railway Road (right)



Traffic impacts

A review of the traffic impacts has been carried out by The Transport Partnership which involve traffic intersection analyses for 4 scenarios:

- Scenario 1 (S1)– existing base case analysis using surveyed traffic flows;
- Scenario 2 (S2) – S1 above plus a 0.3% future growth across a 10 year period and projected Shepherds Bay Urban Renewal development traffic including future signalised intersection of Constitution Road and Bowden Street that is required as part of the Shepherds Bay Urban Renewal project;
- Scenario 3 (S3) – S2 above plus proposed development traffic (without new intersection improvement works); and
- Scenario 4 (S4) – S3 above plus proposed development traffic (with new intersection improvement works).

The results of the traffic intersection analyses identify that:

- The surrounding intersections will operate at an acceptable level of service in the future at LoS D or better for all the above scenarios.
- The existing pedestrian crossing at Railway Rd-Constitution Rd intersection will experience unsatisfactory intersection performance in the future case in scenarios 2 and 3. This is irrespective of the future traffic generated by the proposed development of the site. Modelling of the future pedestrian and vehicular flows along Railway Road compared against the existing traffic conditions identifies that future projected pedestrian and vehicle flows are primarily driven by future growth and the Shepherds Bay Urban Renewal Development. The proposed development traffic is projected to only increase the overall traffic implications by less than 12%.
- Whilst the extent of increase in traffic volumes will not warrant proposed signalisation of the existing pedestrian crossing along Railway Road under Roads and Maritime guidelines, the projected increase in pedestrian volumes are expected to result in worse delays and queues than currently experienced as a result of future growth and development in the area, particularly the projected increase in train passengers.

- It is therefore recommended that Council direct Section 94 contributions collected from the Shepherds Bay Urban Renewal project (as already identified for that project) and the subject site to deliver new traffic signals to improve pedestrian and traffic circulation in the locality.
- Preparation of a framework travel plan to promote sustainable travel by residents, employees of the retail and commercial floor space and visitors to the site.

9.3.3. Question 9 – Has the planning proposal adequately addressed any social and economic effects?

Economic impacts

The current provision of retail floor space in the region ranges from regional shopping centres, sub-regional shopping centre to supermarket centres, as well as a future mixed use centre. These include:

- Macquarie Centre, a regional centre of some 109,100m² of retail floor space;
- Top Ryde and Rhodes Waterside, both subregional centres of some 55,400m² and 20,500m² (excluding IKEA) of retail floor space respectively;
- Village Plaza, a supermarket centre of 4,400m² of retail space which is the closest centre to the site, being 100m south of the site. This includes a 1,700m² Supa IGA supermarket and 1,270m² ALDI supermarket.
- West Ryde Marketplace and West Ryde Urban Village which are 1.5km north of the site which effectively functions as a double-supermarket centre by virtue of their proximity to one another and include a 4,500m² Woolworths supermarket and a 3,900m² Coles supermarket and liquor store.
- Rhodes Central is a future mixed use development to be located adjacent to the Rhodes Train Station which will comprise of 12,820m² of retail floor space.

A retail impact assessment by Urbis is submitted with this report to identify the extent of economic impacts of the development, which is forecasted to be completed by January 2024 upon the above centres. The assessment considers factors such as population growth, income growth, amount of available supply and proportion of expenditure attributed to food and grocery retailing; and estimated turnover impacts and change. Key findings of the report are:

- Of the above centres, there are two supermarkets situated within the trade area of the site, being Supa IGA and ALDI at Village Plaza, neither of which are full-line supermarkets and have a total 2,300m² of supermarket floor space. Based on the Sydney benchmark provision of 27m² of supermarket floor space per 100 residents, the trade area population is estimated to generate demand for 4,405m² of supermarket floor space. Driven by the strong population growth in the primary and secondary east trade areas, supermarket floor space demand in the overall trade area is forecast to reach 5,908m² by 2021 and 6,121m² by 2025. With the inclusion of the proposed supermarket in 2024, the trade area would still be under-supplied by 1,537m².
- It is recognised that trade area residents also currently access supermarkets beyond the trade area. The benefit of the proposal is that the development will provide a highly accessible and convenient alternative and by providing a supermarket that can complement the supermarkets at Village Plaza, the development will reduce the need for trade area residents to travel further afield for groceries.
- Overall on completion of the proposed development, the trading performance of all existing centres will be +21% higher than 2017 levels, even accounting for the proposed development, and the impacts of the opening of the Rhodes Central development. Current conditions will be enhanced even after the impact of competitive developments, recognising that growth in the market can more than offset the effects of new competition.
- Impacts on Village Plaza are considered to be within a manageable range. The centre will still trade 32.2% higher in 2025 than its current estimated turnover of \$36 million. This is equal to strong annual growth of 3.5%, which reflects the high population and spending growth within the trade area generating additional retail expenditure.
- Prior to development at the subject site, we estimate that Village Plaza's turnover can increase by \$18.1 million or 50% compared to current levels. Post impact, Village Plaza's turnover will still be 32% higher than current levels.

- The subject development is unlikely to undermine the commercial viability of any of the above centres. Due to growth in population and spending, as well as the modest scale of the development, no retail centre other than Village Plaza is forecast to experience an impact greater than -12.2% which is considered to be a manageable level of impact.
- The proposed development will compete most directly with centres / precincts that include one or more supermarkets in the immediate vicinity. Generally, these centres are performing strongly and should be able to absorb the impacts, benefiting from annual spending growth beyond 2017.

The analysis confirms that there is sufficient growth within the market to accommodate the proposed development without adversely impacting the viability of existing retail centres.

In addition to the above impacts, the proposed development will have a positive impact on employment, both locally and in the broader economy by supporting:

- 232 direct jobs and 332 indirect jobs over the construction phase (as part of the broader mixed use development).
- 342 direct jobs (full-time, part-time and casual) through the ongoing operation of the retail, commercial, child care and gym components of the development and a further 145 indirect jobs (full-time, part-time and casual) from flow-on effects.

Social infrastructure

An assessment of the likely social impacts of the proposed development and a social infrastructure needs assessment generated by the proposed development was prepared by Cred Consulting and is submitted with this report.

As part of this assessment the population growth and change arising from the development was reviewed which identifies that:

- Based on a household size of 2.37 (average persons per household in Shepherds Bay), the forecast population of the subject site will be around 687 people under existing controls and 848 people in the proposal, an increase of 161 people. This population represents an additional 3% in the total population of Shepherds Bay.
- The additional population will comprise a higher extent of the 'young workforce' residents aged between 25 to 36 years of some 36.3% compared to 18.2% in the City of Ryde. This additional population is also expected to have a high proportion of babies and be culturally diverse.
- The current gross population density of Shepherds Bay is 85 persons per hectare. Under the current controls for the site the gross density of Shepherds Bay would increase to around 96 persons per hectare, and with the Planning Proposal the population density would be around 99 persons per hectare.

The identified social impacts and mitigation measures, which includes an assessment of the social infrastructure and open space demand resulting from the proposal are:

- The proposal does not indicate demand for additional public community facilities, such as library and community centres. However, the existing local community centre does not accommodate a full range of uses due to restrictions in its operations and therefore there may be demand for additional and improved community meeting places.
- Increased population will require access to open space. There is no overall undersupply of open space in Meadowbank but there is a lack of local open space in Meadowbank and Shepherds Bay. The proposal will support the provision of local open space by providing a new community gathering place in the urban plaza. The proposal will meet Council's benchmark for the provision of neighbourhood, local, district and communal rooftop open space and a public plaza. In particular, a total of 2,746m² of open space will be provided on site which meets Council's benchmark provision of 0.2 to 0.5 ha of neighbourhood level open space within 400m walking distance.
- The World Health Organisation Guidelines recommend a minimum allowance of 9m² per person of open space. Based upon a forecast population of 848 people and a total of 7,121 people in the Meadowbank – Melrose Park area, some 64,093m² of open space is required. This will be more than accommodated for in the current available amount of open space in the Meadowbank – Melrose Park area of 316,800m².

- A demand for 21 primary school places and 8 high school places, in comparison to 17 primary school places and 10 high school places for a development under the existing controls. This would be accommodated in a future new primary and high school in Meadowbank, recently announced by NSW Government.
- The large working population living in high density residential will require evening social and recreational activities in public spaces, which could be delivered in the proposed urban plaza.
- There is no undersupply of child care facilities in the area and the demand for some 21 additional places associated with the development could be accommodated in existing facilities, however some existing centres have a low quality rating. The proposed child care centre space will be a positive impact if it is delivered as high quality service with access to natural outdoor spaces.
- Increased private housing in an area of high housing stress. The development provides increased density close to public transport and will contribute towards meeting NSW Government dwelling targets. The proposal will include adaptable housing and a range of dwellings including 1, 2 and 3 bedroom apartments contributing to housing diversity.
- The proposal will displace some existing employment including retail and warehousing jobs but the new retail, commercial, gymnasium and child care floor space will provide a new range of employment opportunities.

Overall, a development of the scale proposed may be appropriately accommodated within Meadowbank and will deliver a range of social benefits for the future residents of the site and the local community.

9.4. SECTION D - STATE AND COMMONWEALTH INTERESTS

9.4.1. Question 10 – Is there adequate public infrastructure for the planning proposal?

There are no significant Commonwealth or State interests in the Planning Proposal other than future impacts to rail network.

The adequacy of the road network has been discussed in Section 7.4.2; whilst future improvements to train capacity and frequencies along the Main Northern line will be required to accommodate the recently announced draft Priority Precinct Plan for Rhodes East.

Rhodes East, which is close to public transport has the potential to accommodate up to 3,600 new dwellings in the next 20 years. In comparison, this Planning Proposal seeks to provide a comparatively negligible increase in density beyond the current controls. The required upgrades to the rail services will also benefit the future population proposed at Meadowbank.

9.4.2. Question 11 – What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

No consultation has been carried out at this stage with any State and/or Commonwealth Public Authorities or service providers, however consultation may occur in accordance with the requirements of the Gateway Determination.

10. PART 4 – MAPPING

The following maps associated with the site in RLEP 2014 are proposed to be amended as follows:

- Height of Building Map – (site labelled RL 103.4)
- Floor Space Ratio Map – (site labelled as 5.2:1)

Figure 27 – Building Height Maps



Picture 16 – Existing RLEP 2014 Height of Buildings Map

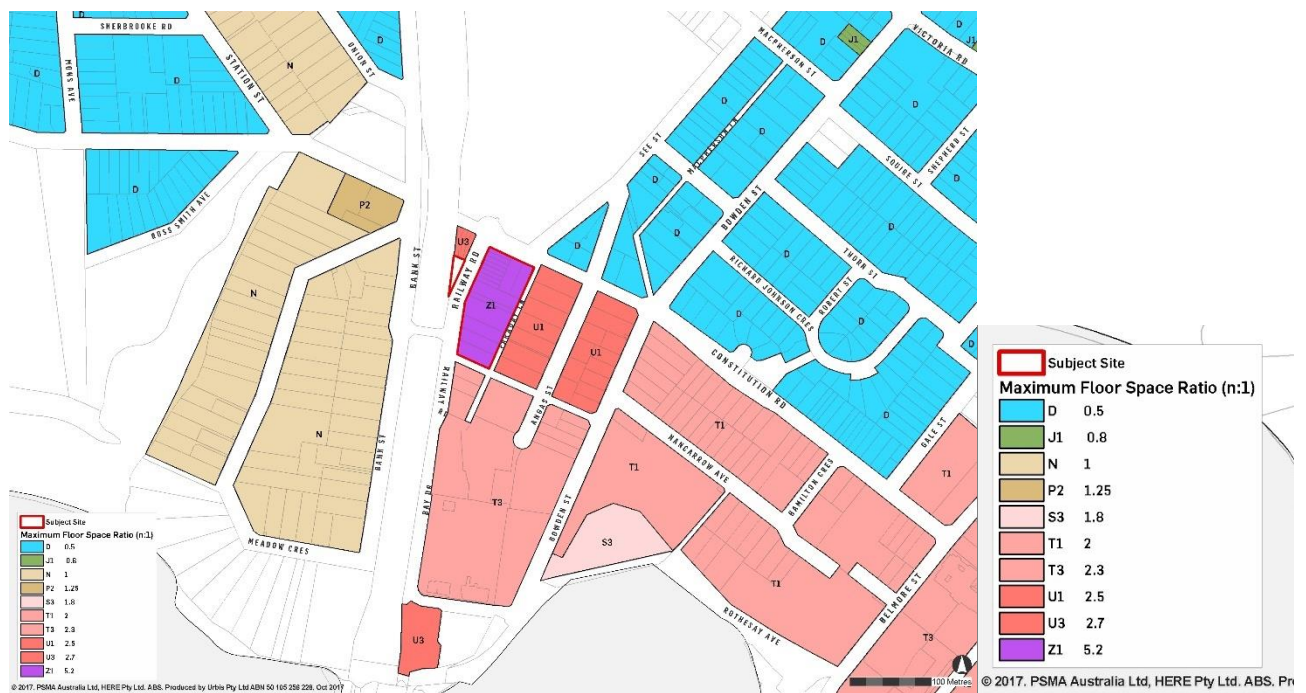


Picture 17 – Proposed RLEP 2014 Height of Buildings Map

Figure 28 – Floor space ratio map



Picture 18 – Existing RLEP 2014 FSR Map



Picture 19 – Proposed RLEP 2014 FSR Map

11. PART 5 – COMMUNITY CONSULTATION

Clause 57 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of the Department of Planning and Infrastructure guidelines *A Guide to Preparing Local Environmental Plans*.

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s);
- A notice on the Ryde Council website; and
- Written correspondence to adjoining and surrounding landowners.

12. PART 6 – PROJECT TIMELINE

An indicative project timeframe is provided in Table 8 below.

Table 8 – Indicative Project Timeline

Stage	Timeframe and/or Date
Consideration by Ryde Council	3 months
Planning Proposal referred to DPE for Gateway Determination	1 month
Gateway Determination by DPE	To be determined
Commencement and completion of public exhibition period	Dates are dependent on Gateway determination. Anticipated timeframe for public exhibition is 28 days.
Consideration of submissions	6 weeks
Consideration of the Planning Proposal post-exhibition	6 weeks
Submission to DPE to finalise the LEP	To be determined
Gazettal of LEP Amendment	To be determined

13. CONCLUSION

A Planning Proposal must have consideration of the objects of the *Environmental Planning and Assessment Act* (the EP&A Act). This proposal has considered the objects of the EP&A Act which have been addressed in the various sections of this report and are summarised as follows:

- The amendments to RLEP 2014 will provide for more sustainable economic uses on the site and facilitate development in the short- medium term. The proposal will promote orderly development and will accommodate potential employment opportunities as well as a wider choice of residential accommodation.
- The proposal will achieve the following outcomes:

- **Consistency with state and local strategies**

It aligns with state and local government strategic directions for the sustainable growth of centres in respect to local job generation; strengthens the role of a centre and provides housing close to jobs; the acceleration of housing supply, choice and affordability; higher density living along a major transport node; and contribution towards the principles of a '30-minute city'.

The key directions and aspirations of the Ryde 2025 Community Strategic Plan are also met. The proposal offers a walkable, community orientated destination within Meadowbank. The combination of a public plaza, shopping and dining, employment floor space and transportation connections within a high-quality design built form will create a vibrant local hub and a sense of place and pride for the local community.

The proposed development supports and reinforces the desired character for the Shepards Bay, Meadowbank expressed in the Ryde DCP 2014, by providing a range of non-residential uses including retail and commercial space that will provide local amenities and services for the resident population.

- **Provide for local convenience retail and commercial premises**

Providing additional non-residential uses, including a supermarket and convenience retail, as well as commercial premises, and potential for child care and gymnasium will support the local community and enhance the vitality and vibrancy of Meadowbank centre.

- **Increased employment**

Providing an increased employment density on the site with opportunity to provide an estimated 342 direct jobs (full-time, part-time and casual) through the ongoing operation of the retail, commercial, child care and gym components of the development and a further 145 indirect jobs (full-time, part-time and casual) from flow-on effects.

- **Provide for conveniently located dwellings**

The development presents an opportunity to provide alternative forms of housing supply within the centre of Meadowbank with immediate access to a public transport node and retail services.

- **Public domain improvements.**

The proposal will deliver significant public domain improvements through the creation of new public places and improved pedestrian connectivity. Meadowbank has been identified as lacking in town centre open space and the proposed public plaza will provide a valuable space for the local community and build upon a synergy with the existing plaza adjacent to the railway station.

- **Community benefits**

The proposal will facilitate space for a child care centre; gymnasium and a central sunlit publicly accessible urban plaza. There is an opportunity to engage with Council regarding community benefits that may be provided on the triangular parcel of land on the western side of Railway Road, through a VPA process.

For the reasons outlined in this document and the supporting reports, the Planning Proposal is well founded and has clear strategic merit, well worthy of Council support.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A URBAN DESIGN REPORT

APPENDIX B TRAFFIC AND TRANSPORT ASSESSMENT

APPENDIX C

COMMUNITY BENEFITS ANALYSIS AND SOCIAL IMPACT ASSESSMENT

APPENDIX D RETAIL IMPACT ASSESSMENT

APPENDIX E SITE SURVEY



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